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SATURDAY, MARCH 3, 1928.

日二十月二

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VICTIMS OF "RED" TERRORISM.

THOUSANDS LEAVING HAI-LUK-FUNG.

OLD AND YOUNG SEEN IN STARVATION QUEUES.

BIG FAMINE FEARED.

Swatow, Feb. 27.
The Hai-Luk-Fung Communists seem to have retired again from the districts around Swatow. Local troops which were sent into the Pien-lung district claim to have secured some measure of victory over the Peasant Union bands of that area, and have returned. The Peasant Union there are still strong, however, and another chapel belonging to the Presbyterian Church has been occupied by them as headquarters. Further to the south-east, troops have retaken Lung-kang, a town near to the district city of Hui-lai. This indicates the withdrawal for the time being of the Hai-Luk-Fung forces to the two districts from which they came. It is further said that there is some cessation of the indiscriminate killing which has been the horrible feature of the regime, and that a number of the poorest of the refugees who have no property, but depend on day-labour for their rice, have been flocking back to places on the borders of the district, the Communists having said that they had nothing to fear. Little but starvation awaited them if they did not return, and they have taken the risk.

Thousands Go Abroad.
On the other hand, very large numbers of refugees have continued to go abroad, and the coolie steamers have been taking unprecedented crowds.

In two days, about a week ago, no fewer than eleven thousand folk went, and since then similar numbers have followed. One sees long lines of men, women and children streaming into the Municipal Vaccination Office on their way to the steamers. This vaccination used to be done by the port doctors, but has been taken out of their hands.

In the last three weeks, at least twenty thousand people have left the port. One wonders how room is found for them in the Straits and Siam. The Chinese authorities are said to be getting stricter, and demanding a higher standard of health than has been usual. Such fees as have to be paid on entering Siam are put out by the companies and recovered from the coolies later.

Among the refugees are some harrowing cases. One group of thirty women, it was found, had lost all their men folk, husbands, fathers and brothers, in the "Red" massacres.

Of the thousand people from one Catholic village who were taken in by the Catholic Mission, all but two hundred have now gone abroad, but the remnant were reinforced by another batch of four hundred refugees from Kluen-tham when it was taken recently. The Catholics have put out a public appeal for funds to carry on their relief.

Plight of the People.

If the plight of refugees is such, what is likely to be the case with the unfortunates who have been unable to escape, so many of them women and children? A long account of the Soviet committees, and clearly based on direct information, after detailed and circumstantial reports of the atrocities committed by the Communist leader, Pang Pai, and his associates, gives some insight into the economic condition of the district. Not content with confiscating title deeds to land, shops and houses, the Soviet has taken all the stocks of food. In places too far off from their two bases they have burnt the grain. In nearer places, they collected it, taking huge stores into their own fashions, and placing the rest in distribution centres.

The consequence is that around Hai-lung and Luk-fung, the populace, old and young, male and female, have to stand in long queues struggling to get, if possible, some share to keep themselves alive. It can be imagined

(Continued on Page 13.)

ORGY OF MASSACRE AND RAPINE.

TERRIBLE COMMUNIST ACTS IN HUNAN.

MONKS GHASTLY FATE.

Hankow, March 2.
Tales of horror rivaling those of Swatow have come through from Lelyang, a city of about 500,000 inhabitants in the Southern part of Hunan, where numbers of soldiers disbanded from the armies of General Tang Seng-chi, joined the Communist Peasant Union fanatics in an orgy of massacre and rapine.

The city is reported to have been almost gutted in a terrible catastrophe. Hundreds of the inhabitants were inhumanly tortured, and finally butchered. One case which will shock the whole world is that concerning the fate of three hundred monks.

They were locked in a temple and the place was set on fire. All the monks perished, not one living to tell the terrible tale.

The Communists responsible for the ghastly outrage are retreating into Kwangsi and it is reported have captured Kweilin.—*Reuter.*

LIVELY REICHSTAG DEBATE.

DOES GERMANY REALLY NEED BATTLE-CRUISER?

SOCIALIST SARCASM.

Berlin, Mar. 2.
A lively debate took place in the Committee of the Reichstag to-day on the question whether Germany needs to build a 10,000-ton battle-cruiser, at an estimated cost of £4,000,000.

General Groener, the Minister of Defence, urged that the new warship was absolutely necessary to replace one which was 26 years old, and stated that even the most serious financial position should not make Germany voluntarily disarm beyond the limits of the Versailles Treaty.

The new ship, he urged, is necessary for the protection of German ports and vital communications in the Baltic, to assure the security of East Prussia and to safeguard Germany's neutrality.

The opposition to the proposal was taken up principally by the Socialists and Democrats.

Dr. Haas described the demand as a revival of the old militarism. The new cruiser was wanted merely for reasons of prestige.

Another Socialist deputy declared that ships were apparently wanted in order to give the numerous captains on the active list a chance to command a battle-cruiser.—*Reuter.*

BIG BILL THOMPSON SUED FOR LIBEL.

AMUSING SIDELIGHT ON THE CHICAGO FARCE.

Chicago, March 2.
A surprising development has occurred in connection with "Big Bill" Thompson's campaign against alleged Pro-British propaganda in Chicago schools. Mr. McAndrew, the Schools Superintendent who was assigned before the Education Board on charges of fostering British propaganda, having initiated proceedings against the Mayor.

Mr. McAndrew is suing for libel and claims \$50,000 damages.—*Reuter's American Service.*

BRITISH FLYING TRAGEDY.

THREE KILLED IN AIR CRASH AT ISLE OF GRAIN.

London, Mar. 2.
The Air Ministry announces as the result of an accident to-day at the Isle of Grain, to a Fairey "Threep" machine, the pilot, Sergeant Maltman, and two passengers were killed.—*British Wireless.*

RUBBER QUESTION SURPRISE.

MUTUAL COOPERATION RESOLUTION.

SAID TO REFER TO DUTCH GROWERS ONLY.

DIVERGENT VIEWS.

The Hague, Mar. 2.
Heer Burger, one of the principal members of the committee whose resolution was adopted at yesterday's meeting of the Dutch Rubber Growers' Association, concerning it, was thought tentative co-operation with foreign growers, interviewed by *Reuter*, said that no agreement was reached as regards a selling organisation, the formation of a pool, or the restriction policy.

The meeting, however, adopted a resolution agreeing to entrust to the Committee, the interests of the Dutch producers, thus the way was open to ultimate presentation of well-defined proposals for the approval of Dutch producers.

Possibilities.

The resolution passed by the meeting, also opens up another possibility, that of including foreign interests in the proposals.

In other words, the Committee has been given a mandate to negotiate with foreign producers as well as consumers, which could conceivably lead to the solution of the international rubber problem.

Heer Burger made an unexpected declaration to the interviewer. He maintained that the term "mutual co-operation" used in the resolution, applied merely to Dutch interests, the mutual co-operation being among themselves. He did, however, express the opinion that if the question of a discussion with foreign interests arose, the Committee was fully entitled to conduct such discussions.

Divided Opinion.

Amsterdam, Mar. 2.
The resolution passed by the rubber growers has left a most divided impression among the producers.

The *Telegraaf* says that those most interested in the rubber problem were expressed at the annual meeting of the Perak Chamber of Commerce where Colonel Rae, ex-chairman, declared that Mr. Baldwin's statements in the House of Commons were doing untold harm to the most valuable industry in the Empire, whereby much of the American war debt had been liquidated.

He observed as curious that, when he was recently in America, the general opinion was that restriction would be abandoned in six months. He urged that strong representations be made to London of the very harmful effects of the present doubts and uncertainties.

Strong British Statement.

Ipo, Feb. 23.
Strong views on the rubber position were expressed at the annual meeting of the Perak Chamber of Commerce where Colonel Rae, ex-chairman, declared that Mr. Baldwin's statements in the House of Commons were doing untold harm to the most valuable industry in the Empire, whereby much of the American war debt had been liquidated.

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COMMUNIST PLOTTERS IN PORTUGAL.

FURTHER ARRESTS DESTINED FOR TIMOR.

Oporto, March 2.
The authorities are forgetting out the Communist plot, and numerous other Bolsheviks have been arrested.

Two hundred bombs and other explosives have been seized in Oporto. The Minister of the Interior proposes to deport to Timor Island all who have been arrested as allegedly concerned in the outrages.—*Reuter.*

GRIM EXPERIENCE FOR OFFICIAL.

IN ROOM WITH MADMAN AND BOX OF EXPLOSIVES.

A BERLIN INCIDENT.

Berlin, Mar. 2.
A startling incident occurred in a German Government office to-day. Herr Heinrich Langkopp, a farmer who spent twenty years in German East Africa, served as captain of the German troops, and lost all his possessions in the War, as the result of which he claimed 120,000 marks compensation from the German Government, visited the private room of the Vice-President of the War Compensation Committee, and presented a revolver at his head.

He also threatened to drop a box of explosives and to blow up the building unless the claim was paid instantly. The Vice-President temporised for three hours, and finally attempted to escape from the room. Langkopp fired five shots and dropped the box. The shots all missed their object and the box failed to explode.

Langkopp was immediately arrested, but he is believed to have lost his reason.—*Reuter.*

HAIG MEMORIAL HOMES.

ELOQUENT APPEAL BY PRINCE OF WALES.

"PERSONAL FEELINGS."

London, March 2.
The Princes of Wales this afternoon initiated the appeal for £500,000 to build homes for ex-servicemen as a memorial to the late Field Marshal "Earl" Haig. Speaking at a meeting held at the official residence of the Lord Mayor of London, the Prince said he could not remember any cause in which his own personal feelings were deeper and stronger.

There were three main reasons which urged the whole nation to perpetuate the memory of Earl Haig.

The first, was gratitude for the great services to the community, the second, was recognition in him of certain qualities typical of all that was best in the national character, and the third, was the practical desire to carry on the work which he was doing and which his death had interrupted.

Great as were Earl Haig's war services, those after the Armistice were even greater for it was then the true value of his personality found its finest expression. Having kept alive the spirit of his army in the last eventful year of the war he continued to inspire it throughout the difficult months which followed.

In that troubled sea Earl Haig stood like a rock, grounded unshakably on his determination to stand by the men who had fought under him. Their confidence in him was not misplaced.

The Premier and Mr. Ramsay MacDonald were also present and spoke in support of the appeal.—*British Wireless.*

ANGLO-EGYPTIAN QUESTIONS.

REPLY BELIEVED TO BE UNFAVOURABLE.

London, March 2.
The Egyptian Reply to the British proposals for the settlement of the outstanding questions between Britain and Egypt is expected to be in the hands of the British Government to-morrow.

Reuter learns that the reply is unfavourable.—*Reuter.*

According to telegrams from Cairo it seems probable that the Egyptian Cabinet will reject the draft Treaty with Great Britain, which is the outcome of several months' negotiations between Sir Pasha and Sir Austen Chamberlain.

The proposals, which represent a sincere attempt by Great Britain to meet the legitimate Egyptian aspirations, will be made public when they are laid before the British Parliament early next week.—*British Wireless.*

DYNAMITE CARGO FOR NORTH?

ORDER BY JAPANESE CONCERN.

SHIPMENT AT MANILA ON NORWEGIAN BOAT.

BOUND FOR DAIREN.

The Norwegian steamer Akor, Captain Marthinson in command, arrived in Manila yesterday (says the *Manila Bulletin* of Monday) with general cargo and approximately 150 tons of dynamite for Dairen.

The dynamite was loaded at Hamburg and beyond the fact that it is billed to some Japanese concern in Dairen, Captain Marthinson, when seen aboard his vessel, would not state to whom the shipment was consigned.

The fact that the s.s. Praga, recently in Manila, carried rifles which were intended for Marshal Chang Tso-lin, the Manchurian war lord, gave rise to some speculation as to whether the dynamite would ultimately reach the same destination. Captain Marthinson denied any knowledge of this.

Captain's Denial.

The captain also emphatically denied the report that the Akor had at any time during the present trip carried a consignment of rifle ammunition for the Far East.

Reports from Kiel, Germany, stated that the ship had arrived at Kiel with a shipment of approximately 250 tons of rifle ammunition consigned to China.

Customs officials at Kiel, the report continued, required the captain of the Akor to unload the ammunition at that port. The consignment contained in 15 carloads was supposed to have come from Czechoslovakia, the paper stated.

Did Not Stop at Kiel.

While admitting the dynamite cargo, Captain Marthinson flatly denied the ammunition report. He declared that his ship did not stop at Kiel on the present trip. He admitted, however, that on leaving Hamburg an exporting firm at Kiel requested the Akor, to stop at the latter port to load some cargo.

On the way, however, the owners of the vessel, according to the captain, received information that the Kiel shipment consisted of ammunition, and immediately ordered him not to stop at Kiel.

Captain Marthinson said the Akor would proceed to Tsingtao, from Manila and later would go to Dairen to unload the dynamite cargo.

NORWEGIAN SPLIT.

DISSENSION IN COMMUNISTIC CIRCLES.

Oslo, March 2.
Three prominent members of the Executive Committee of the Communist Party have resigned following a condemnation by the party leaders of the formation of the recent short-lived Labour Government to which they assented.

The party leaders described the formation of the Government as treason to the working class.—*Reuter.*

LOCAL BANKRUPTCIES.

NOTICES OF DIVIDENDS.

The following notifications of dividends have been made in connection with recent bankruptcies: Chik Wa Co., building contractors, of Shamshuipo.—First and final of \$3.50 per cent. Chung Cheuk Wa, of Shamshuipo.—First and final of \$3.50 per cent. In respect of separate debts. Pang Lok-chuen, of Shamshuipo.—First and final of \$100 per cent. In respect of separate debts. A Kwai and Co., (otherwise Yick Cheong Hong), of 18-19, Connaught Road Central.—Second of \$25 per cent.

London, Mar. 2.
The underwriting has arranged to-day for a new issue of £8,000,000 five per cent. stock of the Commonwealth of Australia Government. The price of the issue will be 98 per cent. When the last offer of stock was made in November, 1927, the issue price was 97½.—*British Wireless.*

Bulls and Inners

From the Office Butts.

The Godown Company advertises that somebody has a left a charged with breaking windows marine boiler on their land. Some folk are very careless.

The honour bestowed on Sir Peter Grain, recalls the days when knighthood was in flour.

The Rifle Shooting Champion-ship of the Colony has gone to a Provan marksman.

A Racing League of Nations was Unshowered in when Bengal, San Francisco and Warrington took joint honours in a race last Saturday.

It is a difficult matter to keep track of these tramway developments.

Local Scottish footballers say the only disadvantage about winning a cup is that somebody's got after to fill it.

The O. B. I. is this week conferred upon the local stenographer combination who transcribed from her notes, "the protection of the Bull of Love," for the production of the Bill of Lading.

"Tin Gods" have been seen at the World Theatre. Also in other Hongkong centres.

Many a chip off the old block has turned out to be mere driftwood.

A street is any public space meant for traffic and used for parking automobiles.

Some of these spring poets in South China seem to have a lot to write about.

No-one would accuse Tramway Company officials of being disloyal, but all the same, they don't thread.

Senator Dill is mentioned as a "possible" for the U.S. Presidency nomination. We suppose he'd stand as the Babies' Friend.

Some sections of Canton officialdom do not seem pleased with the doings of their Ma. This terrible modern precocity!

Rubber restriction is a tiresome subject.

A baby weigher is advertised for sale in the Post. Dr. Marie Stopes is reported to be very annoyed.

There will probably be quite a lot of refileability, when the motor cyclist competitors meet afterwards.

This week's book:—"Surgeons All" by Lancelot Rashleigh.

Hey, move over. Have you got your speech ready?

The restaurant advertisements in the Cathedral pews, give the congregation food for thought.

Some of these exchanges appear to be quite franc.

Godown Company shareholders were glad to see the dividend go up.

Those tourists on the Franconia nearly mist eeling Hongkong altogether.

P.U.N.—Yours was the 37th screening of "Beau Geste" was no effort on the suitability or otherwise of the Japanese Diet.

The Argonauts had nothing on Scotch. The word "gallows" is an local residents last Thursday adjective adequately describing a morning, who, roused from their man in the act of banging a sax-slumbers, listened to the sirens pence, which, in turn, is a strong without the least desire to get any term "metaphorically used" to devote any rare exhibition of abandon.

There being a movement afoot to restore friendly relations with the African tribe have to have a finger Taipo, we understand that the Mayor, accompanied by the taken off. If the custom spreads Station Master and Staff, may, in to Hollywood, some of the stars the near future, pay an official will not be able to sign their visit to Hongkong. Otherwise—contracts.



Wife: "I have to go away. I have just received the stuff for a new dress."
Husband: "But you shouldn't be thinking about a new dress when I am so ill."
Wife: "I have to. It's a black dress."

There is no difference between cheap silk stockings and Scotmen. After a time they both become tight.

The British cotton industry seems to be hanging on by a thread.

"Hinkler is Star Filler," says a Manila paper. Hinkler, the original bi-plane is to go to the British Museum instead of the Smithsonian Institute. And the Wright place too.

MacWhirter has changed his restaurant which reminds us that no great discovery was ever made on an empty stomach.

More people died from bad booze in New York last year than from measles. This is what comes of changing your spots!

Now that local preachers have exchanged pulpits, perhaps "Veritas" will consider signing himself "Pro Bono Publico."

If the Police sentry boxes are provided with telephones, it will be possible to find out whether Pedder Street is still blocked, provided that you get the right number on the same day.

Two Hongkong barbers had an argument the other day, and went for one another. Two minds with but a shingle thought, four fists that beat as one.

At least one member of the Home Civil Service must have concluded that it does not pay to Dyne too often with one's lady friends.

That riot in Shanghai over the joke "J. M." You appear thirsty for the word "gallows" is an local residents last Thursday adjective adequately describing a morning, who, roused from their man in the act of banging a sax-slumbers, listened to the sirens pence, which, in turn, is a strong without the least desire to get any term "metaphorically used" to devote any rare exhibition of abandon.

Divorced persons in a certain Taipo, we understand that the Mayor, accompanied by the taken off. If the custom spreads Station Master and Staff, may, in to Hollywood, some of the stars the near future, pay an official will not be able to sign their visit to Hongkong. Otherwise—contracts.

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Records

265—H.M.S. PINAFORE Vocal Gems
297—PIRATES OF PENZANCE "
279—FLORODORA "
361—MARTHA "
309—LES CLOCHES DE CORNEVILLE "

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LUNCHEON PARTY TO LI CHAI-SUM.

NOTABLE SPEECH BY HIS EXCELLENCY.

Those present at the luncheon at Government House yesterday were His Honour Sir Henry Gollan, Commodore Pearson, Paymaster Commander Rogers, H. E. Major General Liard, Capt. Johnston, His Honour Sir Joseph Kemp, Hon. Mr. Messer, Hon. Mr. Hallifax, Hon. Mr. Cressy, Hon. Mr. Henry Pollock, Hon. Sir Shou-sen Chow, Hon. Mr. D. G. M. Bernard, His Honour Mr. J. M. Wood, Mr. W. W. Hornell, Hon. Mr. E. D. C. Wolfe, Hon. Dr. Kewell, Hon. Mr. A. C. Hynes, Hon. Mr. J. Owen Hughes, Mr. W. E. L. Shenton, Mr. A. E. Wood, Sir Miles Lampson, Mr. Steward Bennett, Mr. Davidson, Mr. Li Yau-tsun, Sir Robert Ho Tung, Dr. S. W. T'ao, Mr. Wong Kwong-tin, Mr. Fung Ping-shan, Mr. Ma Tui-chiu, Mr. Li Yik-mui, Mr. Luk Wan-chau, Mr. Leung Kwai-tin, Mr. Kong Yi-sun, Mr. Kong Siu-tai, Mr. Tang Shu-kin, Marshal Li Chai-sum, Mr. Chu Chao-hsien, General Hsu Ching-tang, Admiral Chan Tat, General Chun Hui-cheng, Mr. Li Man-yan, Colonel Chan Hing-wan, Mr. Lai Man-wan, Mr. Tong Yat-chui, Mr. Lo Chiu-shiu, Mr. Chau Tsun-nin, Mr. Lo Chung-kui, Mr. Ho Kom-tong, Mr. Wong Tak Kwong, Capt. Whyte, Captain Forster, Mr. Beth, Mr. Gordon Mackie, Mr. Weall Mr. Leggett, Mr. W. H. Bell, Mr. Perry, Hon. Mr. North, Col. Hayley Bell, Mr. M. K. Lo, Mr. Li Po-kwai, Mr. S. M. Churn, Mr. Wong Kam-fuk, Mr. Tam Whun-tong, Mr. Kwok Siu-lau, Mr. Lai Chi Hol, Mr. To Sze-tun, Mr. Wong Iu-tung, Mr. Au Tai-tin, Mr. Mok Kon-sang, Mr. Li Kun-chun, Mr. Sham Hok-lui, The Bishop of Victoria, Bishop Valtorta, Group Capt. Robertson.

The Governor's Speech.

Speaking at the luncheon H. E. the Governor said:

Marshal Li Chai-sum:

It gives me very great pleasure to welcome you as the Administrative Chief of the Provincial Government of Kwangtung. In bygone years it was often the privilege of Governors of Hongkong to welcome as were the Viceroys of the Liang Kuang provinces, and I can remember being present myself at official receptions given in this house to such well-known Chinese statesmen as Cheung Mong-ke, Shau Chun-hun, and most famous of all, Li Hung-chang.

To-day we welcome you not only as the Administrative Chief of the Kwangtung province but as a distinguished general whose home is in Kwangtung. You are, therefore, as were the Viceroys of Liang Kuang provinces, and we hope that under your administration these two provinces may flourish as a united government, and that the whole valley of the West River may regain peace and prosperity.

Aims and Aspirations.

Hongkong stands at the mouth of the West River, and is therefore very sensitive to every influence which affects either for good or for evil the people who inhabit the valleys of the West River and its tributaries.

Our fortune is inseparably bound up with theirs, and it is for them as well as for ourselves that I speak when I sum up our aims and aspirations in the one word "security." Give us security! Eliminate pirates and brigands. Put an end to civil war! Protect life and property, trade and commerce.

Do this, and in Kwangtung, in Kwangsi and in Hongkong there will be an era of prosperity and happiness, such as South China has not seen for many a year. Do this, and the coffers of your provincial Treasury will soon be replenished by an abundant revenue. Do this, and there need no longer be any clamour about "unequal treaties," "imperialism" and other senseless slogans which were formerly encouraged by the malice of Communist propaganda, but now happily evoke little response in Canton.

The Great Occasion.

The aim of British and Chinese merchants alike is to live and to trade as safely on the West River, on the

THEFT OF WIRE.

ELECTRIC COMPANY'S CLERK ACQUITTED.

On the grounds that there was no corroboration of the evidence brought against him, Mr. R. E. Lindell yesterday afternoon discharged a Chinese clerk employed at the West Point Sub-Station of the Hongkong Electric Company. The charge against the defendant was that he stole thirty six pounds of wire from the stores of the Company. Another Chinese was charged with receiving the wire and the case was brought home to him, the Magistrate imposing a sentence of six weeks' hard labour.

The defendant in the box explained that the wire coiled called at the sub-station and was allowed to remain by himself in the store room. He added that he had to leave the store room to answer a telephone call.

Remarkably that the prosecution's evidence was not sufficiently strong if the evidence of the wire coiled went uncorroborated, Mr. Lindell discharged the clerk.

Yangtze and in the interior of China as they do in Hongkong and at Shanghai. Secure this for us and there will be no need for the safeguards which the treaties of Nanking and Tientsin provided, and which the present lamentable state of turmoil, anarchy and civil war in China renders indispensable. Give us security. Restore and maintain law and order, and the obstacles in the way of negotiating revised treaties such as Chinese Nationalism desires will rapidly vanish.

The remedy lies with Chinese leaders in all parts of China; and it is because we are confident that you, Marshal Li, will rise to the height of this great occasion and will cure the Liang Kuang provinces of the grievous maladies afflicting them that our welcome to you is especially warm and sincere.

Real Friend of Hongkong.

We in Hongkong have watched with sympathy and admiration the manner in which you, Marshal Li, have grappled with the immense difficulties confronting you. You have already done much to destroy the menace of Communism and Bolshevism, and to curb the tyranny of labour in the Liang Kuang provinces.

You have set your face resolutely against strikes and boycott and all forms of lawless agitation. You have understood how true is the friendship which exists in this Colony for Kwangtung; and you have shown yourself to be a real friend of Hongkong.

I heartily endorse the words which you yourself used last week when welcoming Sir Miles Lampson to Canton, that now is the time to cultivate friendship between our two nations; and on behalf of Hongkong I give you the assurance of full reciprocity in this endeavour.

Gentlemen,

I ask you all to drink with me to the health of Marshal Li Chai-sum, to the success of his administration, to renewed and ever increasing co-operation and friendship between the Liang Kuang provinces and the Colony of Hongkong and to the welfare and prosperity of the Republic of China.

The Marshal's Reply.

Replying, Marshal Li Chai-sum said:

I am much obliged to His Excellency the Governor of Hongkong for his kindness and courtesy in receiving me in such a formal way on my arrival this morning and also now at this luncheon. It also affords another opportunity of seeing Sir Miles Lampson once again, and of saying goodbye to him this afternoon.

I recall with great pleasure my informal visit to the Governor about two and a half months ago when I passed through here for Canton. To-day we have this formal occasion to renew our acquaintance, and I now venture to say that we are both old friends. The result of our private friendship will not merely concern us individually. It can be well considered as a great contribution towards improving Hongkong-Canton relations.

HARBOUR ROBBERY. RECALLED.

CONVICTED MAN REFUSES TO HELP POLICE.

There was an unusual development yesterday in the case in which a former engineer of the steam launch "Wo Fat Shing" is charged before Mr. W. Schofield at the Kowloon Magistracy with being an accessory before the fact by counselling the commission of the robbery of the "Wo Fat Shing" on October 12, 1927, with harbouring three of the victims in a motor car and taking them away from the scene of the crime; and with conspiracy with others, to steal gold ligrets to the value of \$32,000, the property of the "Wo Fat Shing" firm.

The Crown's most important witness, Chiu Fu, a prisoner who is serving a term of three years, imprisonment in connexion with the robbery, was called to give evidence yesterday, but although some days previously he had agreed to substantiate a statement he made the day following the robbery, yesterday he refused to assist the Police in any way when questioned regarding the role played by the defendant in the affair. He flatly denied that the accused helped the robbers in any way.

After evidence had been called, Sub-Inspector Dorling addressing his Worship said: "I don't know that it is worth going on with this case. Without this witness I cannot do anything. I was relying on this witness to say what happened before and after the robbery, and then I was going to put in other evidence which would show that what this man was supposed to say was actually done. I would prove that, if this man had stuck to the story he had told. He is hostile at the present time and I don't think it is worth going on."

His Worship: The only thing is to withdraw this charge. Or would you like a short remand for consideration?

Sub-Inspector Dorling agreed to the latter course and the case was remanded till Monday.

and bringing about a still closer Anglo-Chinese fellowship.

Mutual Understanding.

The economic interests of Hongkong and Canton are interdependent like two wheels of a vehicle. The commercial intercourse between Great Britain and China started in the very early days; so both our countries are bound to be close and friendly. This was the aim of the British Minister's visit to Canton the other day, and it is the aim of my visit to Hongkong to-day.

In short, we are working for mutual good understanding and the manifestation of our good will towards each other. I am sure that their Excellencies, the Governor and the Minister, will agree with me on this point and that all of you here will give us your sympathy and moral support.

Kwangtung is the original seat of Nationalist China. The foreign policy of the Nationalist Government under the Kuomintang is to obtain for China international equality and prestige. We Chinese cherish an urgent hope that China will be able to enter into good terms with and be treated on a basis of equality and reciprocity among the family of nations, and be able to make her contribution toward the work of world peace.

Flags Face to Face.

The Province of Kwangtung has gradually been restored to its normal condition. All obstacles which heretofore prevented us from maintaining good order and peace have been practically removed; the Provincial Government is now making a plan of economic development and construc-

OBITUARY.

MR. CHARLTON THORNE.

His many friends in the Colony will regret to learn of the death which occurred on a voyage to South Africa on January 27, of Mr. Charlton Thorne, a former Commissioner of Customs of Canton. The late Mr. Thorne was very well-known in Hongkong and took a very keen interest in sporting activities here. Whenever there were cricket or tennis matches on the Hongkong Cricket Club ground he was invariably there, being always very willing to officiate as umpire and proving a very efficient official in that capacity.

The late Mr. Thorne served in the Chinese Customs Service for the long period of 36 years. He was at Christ Church, Oxford, when he received a commission from the Chinese Imperial Customs at a time when Sir Robert Hart was Inspector-General. After some years he was seconded from the Customs to act as Secretary to the Hai-Ho Conservancy Board, and for his services was awarded the Order of the Double Dragon by the Emperor of China.

Later he rejoined the Customs and became an assistant commissioner, when he was awarded the Order of the Excellent Crop, and for several years was commissioner in various parts of the Chinese Maritime Customs. He was very hospitable, very keen on games and outdoor sports of all kinds, and, in spite of the lifelong disability of a stiff knee, he won many cups and prizes for cricket, golf, tennis, and swimming.

He retired in 1925 before the upheavals began in China, and was greatly distressed at what he considered the want of firmness on the part of the Government, since he believed that this contributed to the unrest and loss of life. He leaves a large circle of friends who, as one of them writes, "eared for him deeply and respected all that he stood for. He exercised a fine influence, and men and women felt this and were helped in a land where people are very apt to get slack and not to live up to their ideals."

Sir Herbert Brewer.

London, Mar. 2.

Sir Herbert Brewer, who in his capacity of organist of Gloucester Cathedral since 1890, has done much to introduce new musical works to public notice, died yesterday after a short illness at the age of 63.—British Wireless.

tion for the benefit of the people. This must also be of interest to the people of Hongkong, because when Kwangtung is prosperous, the benefit will be to its neighbours as well. I am confident that the Governor will be equally pleased in seeing us succeed.

To-day we are particularly touched and deeply impressed by seeing that the flags of Great Britain and of Nationalist China are being placed everywhere face to face. It can unmistakably be interpreted that Great Britain and the Republic of China are on more cordial terms than ever.

Marshal Li's Toast.

I understand that your Excellency will soon pay us an official visit in Canton. I can assure Your Excellency in advance of very warm welcome of the Provincial Government and the people of Kwangtung.

Now lastly, allow me to take advantage of this occasion to wish His Excellency Sir Miles Lampson "bon voyage" and to ask you all to drink to the health of His Excellency the Governor, to continued Anglo-Chinese friendship, and to the mutual development of trade and commerce between Hongkong and Canton.

Later in the afternoon His Excellency and Marshal Li motored round the Island. A dinner party was held at Government House at night after which there was a reception to an assembly of about 400.



WOMEN LOVE TO TALK

about the merits of Pinkettes because they know that one of woman's worst troubles is promptly and easily remedied by the occasional use of these dainty little regulators.

As gently as nature Pinkettes dispel sick headaches, liver attacks and biliousness, ensure daily regularity, clear the skin, purify the breath. Chemists everywhere sell Pinkettes, or post free 60 cents this vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

WELDING



OXYGEN ACETYLENE NITROGEN

HYDROGEN, NEON, ARGON, NITROGEN.
(on special request)

Everything for the
Welder and Cutter

THE FAR EAST OXYGEN & ACETYLENE Co., Ltd.

Offices P. & O. Bldg. 5th Floor
Telephone C. 2344
M. J. E. GUILLOT, Manager.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary:
HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

St. George's Building, Hongkong.

TELEPHONE CENTRAL 4561.
(two lines)

HERATA AND MENI

MASSAGE, CHIROPODY,
and
MANICURE.
Yee Sang Fat Building,
Queen's Road Central.

Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

SCOTT'S Emulsion
The protector of life



SALESMAN \$AM

HERE COMES TH' GUY BACK WITH TH' SUIT-CASE I SOLD HIM LAST WEEK—SUPPOSE HE WANTS HIS MONEY BACK!



I GOTTA COMPLIMENT YOU PEOPLE ON YOUR SQUARE DEALING—THIS SUIT-CASE IS GENUINE ALLIGATOR AWRIGHT! WAIT 'TIL YA SEE WHAT'S INSIDE!



He's In Again



By Small





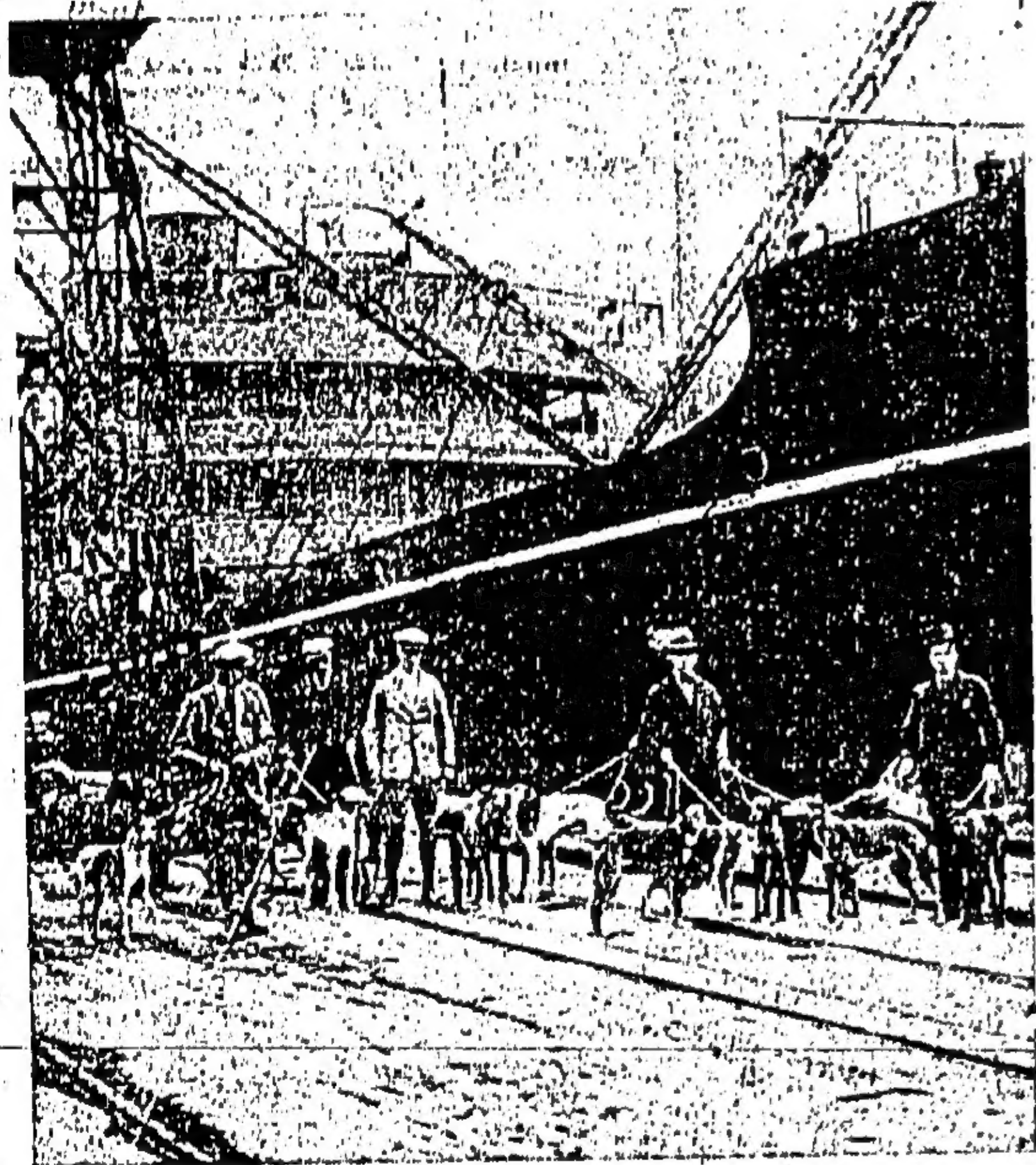
Official group taken during the visit of Sir Miles Lampson to Canton. The British Minister is seated in the centre. Marshal Li Chai-sum, Mr. J. F. Brennan, Dr. J. W. H. Ferguson, (Commissioner of Customs), and Major G. W. D. Oliver are on his right in the order named, and on his left Mr. Chu Chao-hsin, Mr. R. K. Batchelor, (Chairman of Shamshu Municipal Council), Mr. J. C. S. Bennett, (Secretary to Sir Miles Lampson), and General Chan Ming-shiu. Seated on the extreme right is Mayor Lam Wah-ko, Admiral Chai Chat, Commander N. L. Clark, R. N., and Mr. H. H. Bond, (Chairman British Chamber of Commerce) being next in order. Standing in the back row are Mr. Tang Ka-yin, chief secretary to Marshal Li (seventh from right), Mr. Wu To-chien (tenth), and General Tang Yin-wah (thirteenth).



A wedding of considerable interest to the Chinese community took place at St. John's Cathedral on Tuesday when Miss Esther Wong was married to Mr. Richard Charles Lee. Picture shows the bridal party. (Photo: Mee Cheung).



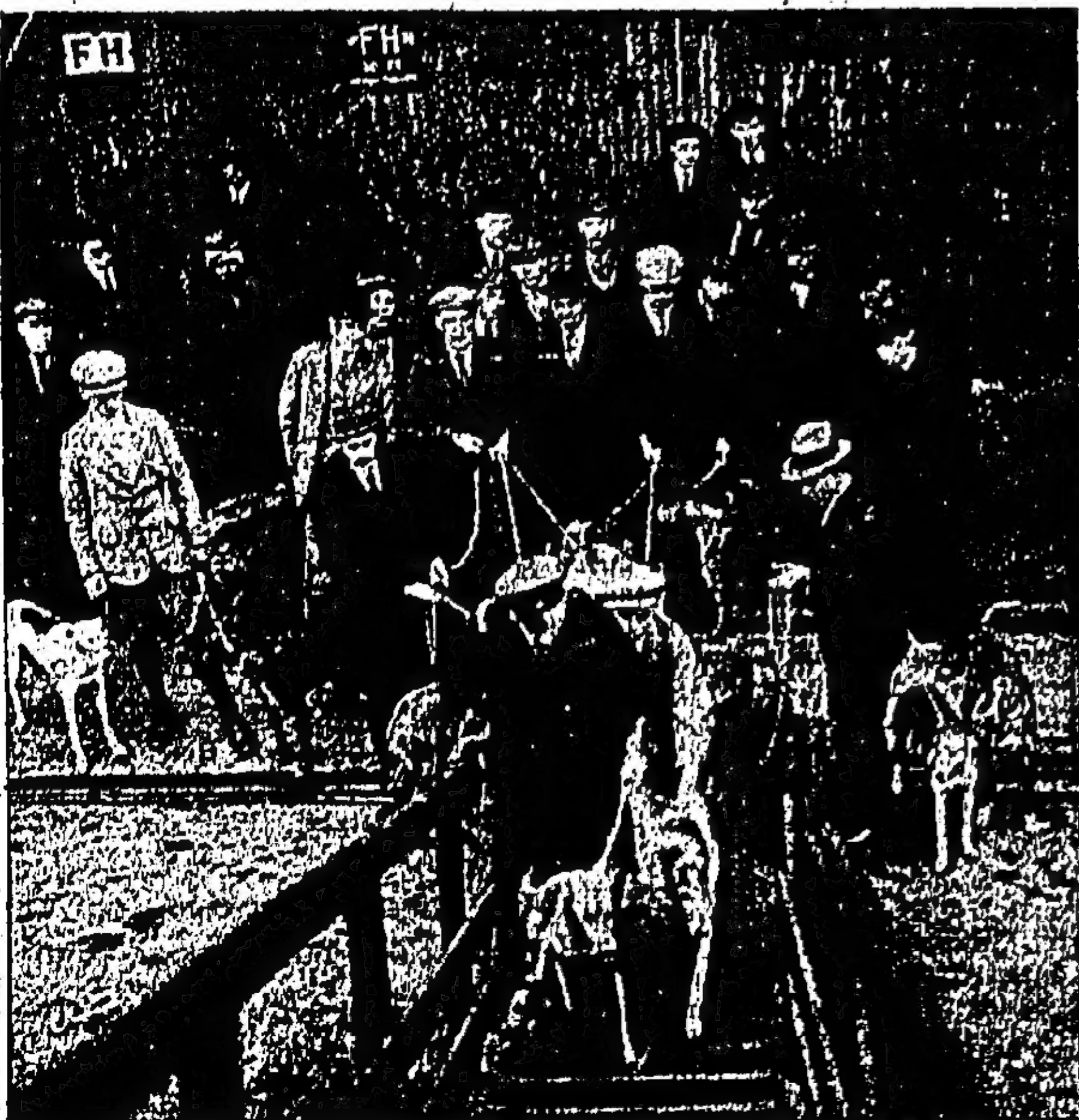
A charming scene of the Wanganui River at Aratia in New Zealand, a view sent to us by a valued reader.



Greyhounds from Canowdon Kennels, near Rochford, Essex, about to be shipped on the s.s. Nagpore from the Royal Albert Docks, London, for Shanghai.



Group taken at the wedding of Mr. D. H. Perry and Miss Gladys M. Robinson at St. John's Cathedral on Monday. (Photo: Ming Yuen).

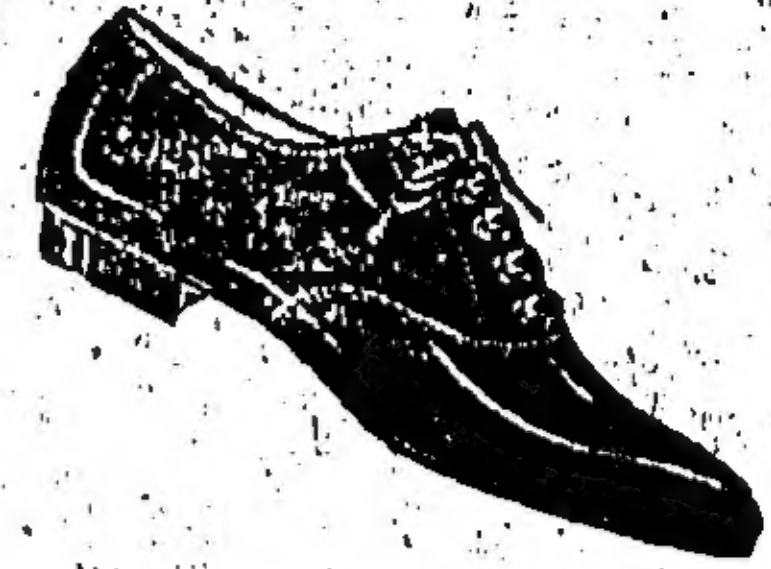


Some of the 75 greyhounds intended for Shanghai being taken on board the s.s. Nagpore in London.



The R. A. F. flying-boat crew arrived at Singapore on Thursday after completing 11,000 of their 25,000 miles flight. The officers who are concerned in this trip are shown above, reading from left to right: Capt. H. M. Cave-Brown-Cave, D.S.O., D.F.O. (in command) Flying Officers Lilcock, Maitland, Sawyer, Wigglesworth, Nicholson, Carnegie & Scott.

DANCING SHOES



Selected pliable patent leather shoes, light flexible sole, perfect ankle fit, smartly made in medium and narrow toe.

\$13.50, \$18.50 per pair.

WE ALLOW 10% DISCOUNT FOR CASH.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

COLGATES IS THE BEST



Insist upon
Colgate Specialties



Obtainable at all
High-class Stores.

Extract Eclair

Dental Powder

Sole Agents for South China

HONGKONG TRADING CO., LTD.

Bank of Canton Building.



"LA PERLA DEL ORIENTE"

WHITEAWAYS

NIESO
Safety
RAZOR BLADE

FOR
BETTER SHAVES
TRY
The "NIESO"
GOLD RAZOR BLADES.
Suitable for all types of
Gillette, Pattern Razor.
In Packets of
12 Blades
65 cents
Packet



ONE OF WHITEAWAYS
STANDARD VALUES

THE "CHALLENGE" GILLETTE
SAFETY RAZOR

Complete in Case
with one blade.

\$1.25

WHITEAWAY, LAIDLAW & CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Profits of the Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection—

295, 300, 301, 305, 306, 315

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.367.

POSITION WANTED.

FIRST class cook requires work in Hotel, private residence, Boarding house or Cafe shop. Apply No. 155, Wu-sung Street, 2nd floor Kowloon.

TO LET

IMMEDIATE POSSESSION
Second Floor of
WHITEWAYS BUILDING.

Moderate Rental, all conveniences, lease if desired
APPLY—Manager.
Whiteaway, Laidlaw & Co., Ltd.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

APARTMENTS TO LET.—Glenally Hotel No. 3, Glenally, near centre, new management. To let, rooms with bathroom attached, excellent cuisine, moderate rate. Apply to Mrs. Vesser. Telephone 980.

TO LET.—From end of March to October, Peak. One European furnished HOUSE with three bedrooms, electricity, gas and flush. Five minutes from Peak Station. Apply to Box 327, care of "Hongkong Telegraph."

TO LET.—Plot of land at North Point (to the right of the Hongkong Electric Co.'s Works), with quay wall capable of berthing big steamers (depth of water 30 feet below O.D.). Suitable for storage of Coal, Timber, etc. Moderate Rental. Further particulars, apply—Ching Siong Land Investment Co., Ltd., 126, Wing Lok Street, Phone C.2469.

MRS. MOTONO

HAND & ELECTRIC MASSAGE
No. 81B, Top Floor, Wyndham St. Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE
Expert Masseuse
87, Queen's Road, C. 2nd floor.

NEW ADVERTISEMENTS

KOWLOON CRICKET CLUB.

MEMBERS are reminded that entries for the ANNUAL LAWN TENNIS TOURNAMENT close on SATURDAY, March 10. Lists are posted in the Club House.

Royal Hongkong Yacht Club.

Commodore's Y. Club Race.

Members are informed that the above race, arranged to be sailed on March 4, has been postponed.

Revised sailing date will be announced later.

J. R. L. STANTON,
Hon. Sec., Sailing Committee.

MACAO RACES.

SIXTH EXTRA RACE MEETING. SUNDAY, 11th MARCH 1928.

FIRST RACE 1 p.m. SHARP.

Public Enclosure 40 cts.
Members Enclosure \$2.00.

RACE STEAMERS.

SUI A Leaves Hongkong 8 a.m. Returning from Macao 3.30 p.m.

TAISHAN leaves Hongkong 9 a.m. Returning from Macao 5.30 p.m.

By order,
S. W. Cheng, Secretary.

DENISON RAM & GIBBS.

Mr. L. Gibbs will retire from this firm on 31st March, 1928, and will have no responsibility for any work done by the firm after that date.

The business will be carried on under the name of DENISON RAM & GIBBS by Mr. E. F. R. Sample.

NOTICE OF REMOVAL.

We have this day removed to No. 6 Duddell Street, Ground Floor.

DE SOUSA & CO., LTD.
Hongkong, March 1st.

NOTICE.

NOTICE is hereby given that from March 1st, 1928, the appointed attorney of Compagnie OPTORG shall be in Shanghai, 39, Avenue Edouard VII. The Hongkong business of the Company is in the hands of their Agent IP HANG FONG, in the former office, Prince's Building, 3rd floor. COMPAGNIE OPTORG by their Attorney, (Sgd.) A. DELCOURT.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Thirty-Ninth Ordinary General Meeting will be held at the Company's Offices, P. and O. Building, on Friday, 16th March, 1928, at 12 noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1927, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 3rd March, 1928 to 16th March, 1928, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON AND CO., LTD.,
Agents.

Hongkong, 24th Feb., 1928.

MISS SIGGINS, C.S.M.M.G.

(Chartered Society of Massage and Medical Gymnastics London.)

Massage. Medical Electricity. Remedial Exercises. Apply Helene May Institute.

EXPERT MASSEUR.

Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Madame H. MORITA.
Madame E. AKAI.
23, Wyndham St. Tel. C.4895.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1890.

HING LUNG ST.
Phone Central 515.

THE DAIRY FARM ICE & COLD STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the THIRTY-SECOND Ordinary Yearly Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, on SATURDAY, 10th MARCH, 1928, at noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending December 1927, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be closed from the 1st to 10th March, 1928, both days inclusive.

By Order of the Board of Directors,
M. MANUK
Secretary.
Hongkong, 23rd February, 1928.

NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE is hereby given that ANDREW HARPER & SON have ceased to be the authorized dealers of this Company for Hongkong and South China as from the 26th day of January, 1928.

FORD MOTOR CO.

NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE is hereby given that WALLACE HARPER & CO., LTD. have been appointed our authorized dealers for Hongkong and South China as from the 1st day of February, 1928.

FORD MOTOR CO.

COMPAGNIE DES MESSEAGERIES MARITIMES.

The undersigned, going home on leave, begs to inform that Mr. LESDOS has been appointed local Agent of the Compagnie des Messageries Maritimes, with effect from the 25th instant.
(Sgd.) J. LIMAGE,
Agent.

HONGKONG & SHANGHAI BANKING CORPORATION.

The Final Dividend declared for the Year ending 31st December, 1927, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling is payable on and after the 27th February, 1928, at the Offices of the Corporation where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hongkong, 25th Feb. 1928.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE.

If the Marine Boiler left on Kowloon Marine Lot No. 49 by See To Ming is not claimed and removed within fourteen (14) days, same will be sold to defray expenses.

F. H. CRAPNELL,
Secretary.
Hongkong, 24th February, 1928.

RECORDS. THE SEASON'S HITS

- 4680 {Forgive Me
Pick a Rose
- 4696 {Red Lips Kiss My Blues
Hello Cullie
- 4711 {Charmalene
C'est Vous
- 4659 {Hallelujah
Gonna Get a Girl
- 4715 {Me and My Shadow
In a Street
- 4615 {Ain't She Sweet
Dressing of Brown Eyes
- 4761 {Here am I Broken-hearted
Magnolia
- 0179 {Girl Friend
Blue Room
- 0180 {Dancing Tambourine
Barbara
- 0194 {Mediterranean Blues
Honey Bird

TSANG FOOK PIANO CO.

8, Des Voeux Road Central
(Entrance Ice House Street.)
Telephone C. 4648.

CHURCH NOTICES.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital). Sunday, March 4th, 1928. Morning Service, 10.15 o'clock. Subject, "Philemon." Afternoon 3 o'clock. Sunday School. Evening Service, 6 o'clock. Subject, "Confessing Christ." Preacher at both services Rev. J. C. Knight Anstey. Holy Communion after Evening Service. Sailors' and Soldiers' Home, Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting.

St. Andrew's Church, Kowloon. Thankoffering Sunday, 4th March, 1928, 2nd Sunday in Lent. 8.15 a.m. Holy Communion. 10.00 a.m. Children's Service. 11.00 a.m. Morning Prayer; Preacher, The Rt. Rev. the Bishop of Victoria, (Hongkong.) (The Bishop will, in the course of this service, deliver his official licence to the Rev. W. Walker Rogers as Vicar of St. Andrew's.) 2.45 p.m. Sunday Schools. 3.00 p.m. Young Men's and Young Women's Bible Classes. 6.00 p.m. Evening Prayer; Preacher, The Vicar. (At this service the Thank-offering will be solemnly dedicated to God, and the total amount will be announced before the close.) Wednesday, 7th March, 1928. 6.00 p.m. Evening Prayer & Address; Preacher the Rev. E. W. L. Martin, M.A. First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Man." Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A. Seventh Day Adventist Hall—7, Duddell Street, Sunday, March 4th, at 8.30 p.m., Sermon given by Pastor S. W. Shaw, "Will All Churches Eventually Unite?" Come, hear the Bible answer.

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Forty-fourth Ordinary Yearly Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday, the 22nd March, 1928, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st December, 1927, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Monday 12th March, 1928, until Thursday the 22nd March, 1928, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong 1st March, 1928.

GREEN ISLAND CEMENT COMPANY LIMITED.

The 39th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Wednesday, the 21st day of March, 1928, at noon for the purpose of receiving a statement of accounts and the report of the Directors for the year ended 31st December, 1927.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 13th March, 1928, until Wednesday, the 21st March, 1928, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1928.



Reiss, Massey & Co., Ltd.
DISTRIBUTORS.
Exchange Bldgs. Tel. C.673.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,
the 5th March, 1928,
at 10.30 a.m.

At Godowns Nos. 12A and 12B, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(for account of the concerned.)

25 Cases Hurricane Lanterns, more or less damaged.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,
the 5th March, 1928,
at 11.30 a.m.

At Godown No. 12, The China Provident Loan & Mortgage Co., Ltd., Prince Kennedy Town.

(for account of the concerned.)

659 Bags Saigon Round White Rice, all more or less damaged.

84 Bags Saigon White Broken Rice, all more or less damaged.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,
the 5th March, 1928, commencing at 2.45 p.m. at No. 169, The Peak (Mt. Kellett Road).

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).

On view from Sunday, the 4th March, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.
Hongkong, Feb. 28, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On MONDAY,
the 5th March, 1928,
commencing at 5.15 p.m.

At their Sales Room,
Duddell Street,
A Valuable Collection of
Postage Stamps.

Including:—
Old China, Shanghai, and
Hongkong, etc.

On View from Saturday, the 3rd March, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

CHINA AUCTION ROOMS.

6, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

FANLING HUNT.

STEEPLECHASES.

SATURDAY, 3rd March, 1928.
First Race 3 p.m.

ADMISSION Public Enclosure \$1.00
Ladies Free.

Admission to Subscribers Enclosure on production of badge only.

Subscribers can introduce two Ladies Free and two Non-members at \$5.00 each. Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings. Special Trains leave Kowloon 2.00 p.m. Return from Fanling 6.00 p.m. Return Fare 1st Class \$1.50. 2nd Class 90 cents.

FREE PARKING FOR MOTOR CARS.

MRS. SEKAI MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Shanghai	Macdonia	March 3.
Straits	Suwa Maru	March 4.
U.S.A., Canada, Japan, and Shanghai	President Jefferson	March 4.
Shanghai and Amoy	Nanchang	March 5.
Manila	President McKinley	March 5.
Manila	Empress of Russia	March 5.
Shanghai	Sphinx	March 13.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	March 15.

OUTWARD MAILS.

For	Per	Date
Shanghai and Europe via Siberia	Sunning	Sat., Mar. 3, 2.30 p.m.
Manila	West Hixon	Sat., Mar. 3, 3.30 p.m.
Straits	Glenamoy	Sat., Mar. 3, 5 p.m.
Salmon	Prosper	Sat., Mar. 3, 5 p.m.
Holihaw, Pakhoi and Haiphong	Nanning	Sun., Mar. 4, 8.30 a.m.
Swatow, Amoy and Formosa	Kailo Maru	Sun., Mar. 4, 9 a.m.
Bangkok via Swatow	Kwangchow	Mon., Mar. 5, 10.30 a.m.
Shanghai and Japan	Suwa Maru	Mon., Mar. 5, 10.30 a.m.
Swatow	Hydrangea	Mon., Mar. 5, 2.30 p.m.
Manila	Pres. Jefferson	Mon., Mar. 5, 4.30 p.m.
Amoy	Soochow	Mon., Mar. 5, 4.30 p.m.
Formosa, Shanghai, Japan, Honolulu and San Francisco	Siberia Maru	Tues., Mar. 6, 8.30 a.m. (Due San Francisco 8th March.)
Swatow, Amoy and Foochow	Halihong	Tues., Mar. 6, 2 p.m.

For	Per	Date
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Glaucus	Tues., Mar. 6.
	K.P.O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 6th April.)	

For	Per	Date
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C., and Europe via Siberia	McKinley	Tues., Mar. 6.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B.C. 26th March.)	
Swatow	Wai Shing	Tues., Mar. 6, 5 p.m.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., Central and South America, Europe via Vancouver B.C. and Europe via Siberia	Parcels	Mar. 6, 5 p.m.
	Empress of Russia	Wed., Mar. 7.
	Registration	9.15 a.m.
	Letters	10 a.m.
	(Due Vancouver B.C. 25th March.)	
Shanghai	Kanchow	Wed., Mar. 7, 12.30 p.m.
Java via Batavia	Tikarung	Wed., Mar. 7, 2.30 p.m.
Swatow, Amoy and Formosa	Dell Maru	Thurs., Mar. 8, 8.30 a.m.
Wei Hai Wei	Hinchow	Thurs., Mar. 8, 2.30 p.m.
Swatow, Amoy and Foochow	Haining	Fri., Mar. 9, 3 p.m.

For	Per	Date
Japan, Canada, U.S.A., Central and South America and Europe via Victoria, B.C.	Toucor	Sat., Mar. 10.
	Registration	9.45 p.m.
	Letters	10.30 a.m.
	(Due Victoria, B.C. 3rd April.)	

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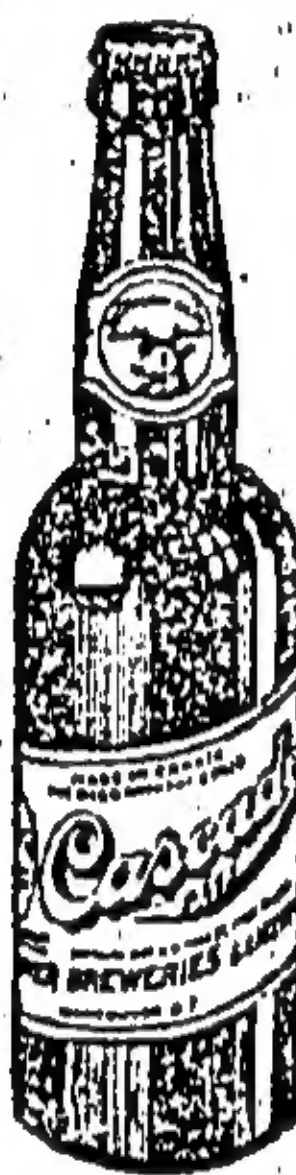
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"THE HONGKONG EMPORIUM"

ALLEGED REVENGE
IN NOVEL.COLONEL'S REMARKABLE
LIBEL ACTION.

PURPLE PATCHES.

A woman writer's book about
life in the Near East formed the
subject of a libel action in the
King's Bench Division recently.

The writer, Miss Odette Keun,
described by her counsel as "a
well-known author of Dutch ex-
traction," was sued by Lieut.
Colonel Ernest Cassel Maxwell, in
command of the 1st. Battn. Che-
shire Regt. (now in India.)

Colonel Maxwell also sued
Messrs. Jonathan Cape, Ltd., the
publishers of the book, and Messrs
Butler Tanner, Ltd., the printers.

Miss Keun did not appear.
Messrs. Cape said they published
the book as a work of fiction; they
denied that the passages com-
plained of referred to Colonel
Maxwell and denied that any de-
famatory meaning was intended.
Messrs. Butler and Tanner denied
that the matter complained of re-
ferred to Colonel Maxwell.

Sir Henry Maddocks, K.C., for
Colonel Maxwell, said the colonel
was a distinguished Army officer.
He served in the South African
war and in the Great War, at the
conclusion of which various Brit-
ish and foreign decorations were
conferred on him.

When the Allies took possession
of Constantinople, Colonel Max-
well was given command of the
inter-Allied police in the Pera
section. The inter-Allied police
had nothing to do with the Mil-
itary Police. Miss Keun was
then in Constantinople.

In consequence of certain mat-
ter which came to the knowledge
of the British Military Police, a
raid was made, and Miss Keun and
others were arrested and deport-
ed to Russia.

The raid was made in the Pera
section, said Sir Henry, but
Colonel Maxwell took no part in it
and was not consulted about it,
and he had nothing to do with it
or the deportation of Miss Keun.

Miss Keun, however, appeared
to attribute all her sufferings in
Russia to Colonel Maxwell, and
was filled with animosity towards
him and a desire for revenge.

In 1925 her book, "Prince
Tariel," was published, and
Colonel Maxwell alleged that cer-
tain passages in it referred to
him, and would be understood by
anyone reading the book to refer
to him.

The author referred to a "Lor-
rimer Cassel," who was described
as "of the Guides Cavalry, head
of the Intelligence Department of
the British Mission in Georgia,"
and to conversations which she
had with a prince and princess
and other people. She said that
"Lorrimer Cassel" seduced "Prin-
cess Vala" and that he carried on
abominable practices, and ultim-
ately she described how he was
"required" at Constantinople.

Officers as Witnesses.

Officers and others who had
read the book (counsel continued)
would be called as witnesses and
would say that they understood
the character of "Lorrimer
Cassel" to refer to and be a por-
trayal by the author of Colonel
Maxwell.

One passage from the book read
by Sir Henry ran:—

I saw the face of a man stand-
ing on the opposite side to mine.
It was a still handsome face....
the eyes fixed on the woman be-
fore them. On the clear-cut
pallid lips a smile was set sick-
ening sweet, as of deep delicate
gloating on some secretly pleasing
thing.

It was Major Cassel's face, and
in a flash I knew what quality
of his it was that had evaded me
when I tried to read him, dancing
with Vala Abhazi at the ball.
That man was cruel, and I was
again overwhelmed by a sensation
of horror.

In an allusion to the officer's
departure for Armenia, a passage
ran:—

I wish the Armenians would
strap him down on the Anant like
some new Prometheus and keep
him there for good.
Sixty Arrests.

Colonel Maxwell said that in
the raid referred to some 60 people
were arrested and deported for
Bolshevism and Communism. He
afterwards learned that Miss
Keun was one of those arrested
and deported, but he had nothing
to do with her arrest or deporta-
tion.

Mr. Norman Birkett, K.C., for
Messrs. Cape, said the publishers
did not suggest that there was a
word of truth in the whole matter.

Colonel Maxwell said he did
not know that after his complaint
the book was withdrawn from
circulation, nor did he know what
its circulation was.

Mr. Birkett: Here is a descrip-
tion in the book of this man,

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TRAMCARS.HIGHEST AVERAGE IN THE
KINGDOM.

"The speed of the London County
Council tramcars has increased to
an average of nine and three-quar-
ter miles an hour including 'stops.'
This is the highest average speed of
any urban tramways in the king-
dom," an official of the London
County Council said recently.

"We have held this record for a
number of years, and we have im-
proved it within the last year,
partly through greater expedition
at stopping places.

"Passengers have helped the staff
to achieve this result, and they can
help to bring about a still further
improvement. The saving of an-
other second at each 'stop' would in-
crease speed by nearly a quarter of
a mile an hour."

The London General omnibuses
maintain an average speed of eight
miles an hour including "stop."
"We concentrate mainly on running
to a schedule," an L.G.O.C. official
said, "and we discourage anything
in the nature of racing."

Major Cassel:—

He was of fair height, flaxen,
well set up, and irreproachably
groomed.

"Is that you?" counsel asked.

"It is probably a little flatter-
ing," replied Colonel Maxwell,
smiling.

Mr. Birkett, continuing to
read:—

His face was handsome—
(laughter)—of the classical Eng-
lish type, straight features, ex-
tremely still.

"Your features are extremely
mobile," Mr. Birkett commented.
"You have been smiling a good
deal."

The description went on:—

"A rather bloodless mouth, in-
flexible, sharply cut at the cor-
ners, which he kept closed when
he smiled."

"Now, you can't do that," said
Mr. Birkett, "can you?" (Laugh-
ter.)

Further parts of the descrip-
tion read:—

"His remarkable eyes are
amazingly fixed so palely grey
that they seemed to be absolutely
without colour, save that of the
mists or the water of 'nearly
frozen lakes under cold skies; and
in them, far behind, they held a
glacial resoluteness, an icy ir-
reducible daring."

"Is that not," asked Mr. Birkett,
"the purple patch of the fiction
writer? You say it describes
you."

"It is flattering, I admit," replied
Colonel Maxwell.

Mr. Birkett suggested that the
book "Prince Tariel" was a pure
novel, and Colonel Maxwell agreed
that part of it was "all tosh."

Colonel Maxwell agreed that he
sent Miss Keun Christmas cards
after he knew about her book.
"My Adventures in Bolshevik
Russia," in the copy of "Prince
Tariel," which she sent to him, she
wrote the inscription, "To Major
E. C. Maxwell, with all good
wishes. I am still waiting for the
explanations. Do you think they
will ever come?"

On the opposite flyleaf was
pasted a picture cut from the
paper cover of a woman being
flogged. Mr. Birkett read a pas-
sage from "My Adventures in Bol-
shevik Russia," in which Miss
Keun wrote:—

May the gods do so to me, and
more also, if I ever forget or
forgive what he (Colonel Max-
well) brought upon me and other
people who were arrested through
his agency. He has almost made
a Christian of me again, so ar-
dently do I hope there is a hell
waiting for him on the other side.
"Did she," asked Mr. Birkett,
"write you letters pouring out her
very soul?"

Mr. Justice Ivory. Take the
first letter. It begins, "Well, you
damned cur, I am beginning to get
even with you at last." (Laughter)
In re-examination, Sir Henry
Maddocks read a letter by Miss
Keun in which she wrote to
Colonel Maxwell, "I have just
finished my new book, and put
you in it as Major Cassel."

Judgment Delivered.

London, Feb. 2.—On resumption
at the King's Bench to-day of the
Maxwell libel case, Mrs. Thelma
Trevett, who read the book in
India in 1925, Col. Commandant
William James Cooke Collie, who
was in charge of the province of
Batumi in 1918-20 and Lieut.
Colonel Shafte Adair, who com-
manded the Cheshire Regiment in
India, all gave evidence that the
references to Major Cassel
appeared to relate to Colonel Max-
well.

The managing director of the
publishers concerned said that he
regarded Miss Keun's description
of a "true story" merely as a con-
ventional beginning, similar to
that in Defoe's "Robinson Crusoe."

He added that successful books
were very few. Publishers had
to pay on the majority of failures.
Judgment was given for £1,000
in favour of Colonel Maxwell.

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best goods will in the end be the greatest gainer. Deception cannot
long cover up its tracks. He who expects to thrive by deception,
chicanery or counterfeiting will in the end prove himself not only
a knave but a fool, and all the people will say "Amen."

W. H. Lever. (the late Lord Leverhulme)
in April, 1887.

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RURAL HEALTH IN MALAYA.

ROCKEFELLER CHIEF INTERVIEWED.

DR. HEISER'S VIEW.

The remarkable response of the native population to the anti-hookworm propaganda in the Straits and Java, and Malaya's leadership in the fight against malaria are the outstanding impressions received by Dr. Victor G. Heiser, head of the Rockefeller health work in the East, during the tour of inspection on which he is at present engaged.

Interviewed by a *Straits Times* representative at the Adelphi Hotel, Dr. Heiser readily responded to a request to discuss the rural sanitation campaigns which have been conducted in Malacca and Penang, (and which will be extended to Singapore and Labuan early this year) by the International Health Board of the Rockefeller Foundation, under the local direction of Dr. Russell.

"The work is making very good progress," said Dr. Heiser. "People are responding almost unbelievably well to the educational campaign. I do not know whether the native population in this part of the world is more responsive than elsewhere, or whether it is simply that we have discovered a better method of approach, but at any rate the response has been really gratifying. The health centres that have been established seem to catch the interest of all classes. Malays, Indians and Chinese avail themselves of the facilities offered, and we have received plenty of support from the European element."

A Java Development.

Asked whether any progress had been made towards making Asiatic methods of fertilising the soil safer, Dr. Heiser said that the problem of soil pollution was looked upon as almost hopeless a few years ago, but he had been very much encouraged by what he had seen during his present tour. There had been a remarkable development in Java where a type of rural sanitation had been invented which cost nothing to maintain, thus removing the great objection to other methods of solving this problem, and which, after a period of six months, enabled the usual method of manuring to be followed without the slightest danger of spreading disease. This idea had been thoroughly tried out in Java and India, where it had worked very well, and it was going to be introduced into Malaya this year.

Native Co-operation.

"The gratifying part of the rural sanitation work is that the natives really understand and appreciate it," Dr. Heiser said. "You can take anyone, almost a child, in a district where an educational campaign has been carried out, and he will tell you the reason why these things are being done. One even hears of coolies refusing to go to estates which are not up-to-date in these matters because they do not want their children to be infected. The situation in Malaya until recently was that as soon as the natives were cured of hookworm they caught it again, but we are introducing sanitary safeguards in the rural areas of Malacca and Penang, and when these are popularised throughout the country soil pollution will cease and people will need no further treatment. It will also mean that other diseases, such as dysentery, typhoid, and cholera, will be done away with. The Java device, which provides safe and excellent fertiliser, will be of especial value on estates. Good green vegetables are almost essential to health, but at present it is not practicable to give them to estate coolies owing to a lack of safe fertilisers, and that difficulty will be removed in future."

Malaya and Malaria.

Dr. Heiser has been giving a good deal of attention to malaria control during his tour through the Peninsula, and he paid the health authorities in Malaya a very high compliment. "I suppose it is true to say that this country, taking the Straits and the Malay States as a whole, is further advanced in this subject than any other that I know of," he said—and it may be pointed out that Dr. Heiser travels continually through the countries of the Near, Middle, and Far East, Malaysia, and the South Seas. "Really excellent progress has been made here, and it is encouraging to find other countries adopting the methods which are proving so successful in Malaya. Ceylon is sending one of their experts over to Malaya, and the Rockefeller organisation is greatly interested in the work that is being done here—so much so that one of our leading men, Dr. Hackett, is coming here to make a study of the whole system in Malaya with a view to familiarising himself with it and seeing how far it is practicable to introduce it into other countries."

"As to the Far Eastern Medical Congress at Calcutta there was a difference of expert opinion as to the respective merits of the anti-larval methods used in Malaya, and the system of quinine treatment and

capture of the adult mosquito recommended by the League of Nations in Europe. Among poor populations, with no Government backing, the latter system is possibly the only practicable one, but Malaya has unquestionably the more effective method. After all, malaria is so important here, and it so bound up with the economic development of the country, that they have naturally found it profitable to spend more money on malaria control, and they have been very successful."

Outstanding Work.

"I was much impressed with Sir Malcolm Watson's work at Klang," Dr. Heiser continued. "The malaria division of the F.M.S. Government health service is also doing remarkable work, both in research and in the practical application of knowledge. Dr. J. W. Scharif has done excellent work in the rural areas of Singapore Island, and Dr. P. S. Hunter has achieved remarkable results in the Municipal district. Gunung Pulai is an outstanding piece of work. Other promising research work, opening up new possibilities, is being done at Singapore. Altogether, Malaya is a very rich field of study. You have not only the theory of malaria control but you have the application of the theory as well, and that after all is the only real test."

From Singapore Dr. Heiser goes to Sarawak, where the local Government has asked the Rockefeller organisation to make a general survey of the health situation in the State, and to suggest what changes, if any, are desirable in the State health services. Dr. Yeager, of the International Health Board, has been in Sarawak for some time past, and Dr. Heiser will discuss the situation with him.

Covering Half the World.

Dr. Heiser must have one of the largest territories in the world covered by any man holding an administrative post. He has just travelled through Egypt, the Near East, India, Ceylon, and Java, and his territory also includes the Philippines, China, Japan, Australia, and the South Sea Islands. It takes him from nine to twelve months to complete one itinerary, and he sees very little of the International Health Board's headquarters in New York. One interesting duty which lies ahead of him is to attend an international convention which has been called by the Governments of Australia and New Zealand with a view to preserving the Polynesian Islanders from the extinction which now threatens them. The native races in the island Fiji, Solomon, and other island groups have been steadily dwindling for years past, and the Rockefeller organisation has been asked to co-operate in endeavouring to save them.

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Tested under favourable conditions on the Lido it was heard five miles away.

"If placed on the top of Bush House," said a representative of Siemens, who hold the right, "it could easily be heard at the Elephant and Castle."

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A gramophone record was connected to the giant speaker and an engineer in the basement was instructed to increase the volume of sound.

"Apart from the amazing compass and selectivity of the amplifier, the volume was so terrific that the walls of the building and the balustrades could be felt rocking. The windows of the office door facing it swayed to the notes."

TOWER MOAT DRAINED

WHY IT CANNOT BE KEPT
FULL.

The flood water has been drained from the moat at the Tower of London, and the very beautiful picture it made is to be seen no more.

There are many who would like to see the water permanently restored, but the authorities are against it. Moats are all drained in these days, they say, and even if modern conditions made them desirable, the cost of the alterations that would be required to keep the moat at the Tower filled with clear water, and at the same time keep the buildings free from damp, would be, in these times of strict economy, quite prohibitive. Since the moat was drained in 1843, it has been used for drilling the troops at the Tower.

LETTER GOLF.

It's not hard for some men to go from SMOKE to STACK judging by what they sometimes smoke.

S M O K E
S T A C K

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

THE BARRIER MONEY.

[By Andrew Soutar.]

Covetousness is the ineradicable failing in most of us, yet rarely do we know precisely what it is that we covet: the principal provocation is that it belongs to someone else, and we think it unfair.

A few days ago the newspapers recorded that a young bride-elect would inherit two million pounds sterling next year. The breakfast table here (and probably in thousands of homes) creaked under the signs of envy that went forth. What could she possibly do with all that money? Why should she have it? What had the Oracle to say about it? This:

Mankind is divided into two sections: those who have material wealth and those who haven't. The two sections distrust and misjudge each other daily. The rich man doesn't appear able to forgive the poor man for getting so much fun out of nothing; the poor man despises his rich neighbour for professing to get so little out of much. Nothing in life betrays, like money, the frailty of human nature.

And, to subdue the murmurings of discontent at the breakfast table, I related two stories taken from my notebook, which is labelled: "Personal Recollections."

One of the sweetest-tempered fellows I ever met was a bachelor who belonged to the same golf club. He had reached middle-age when he joined us, and his income was no more than £500 a year. (That was more than enough for a bachelor's needs in those halcyon days before the war.)

George, as I shall call him, couldn't play golf for tintsacks. His handicap would have been a hundred in a boys' club. But there wasn't a scratch member that didn't joy in going round with George. He knew nothing about the rules of the game, but he did know the bright spots in life. He was always trying to chase the "loom out of the other fellow's mind."

Should the rain be pelted down on a Saturday afternoon, making golf impossible, George would come into the smoking-room, mark the doleful crowd, smile, dip a hand into a capacious pocket, and bring out a score of those ridiculous wire puzzles one may buy from the street vendors. (And he would hand one to each of the gloomy members with the words: "Here you are, my lord! Try to solve that one.") And within half an hour the dull company had been changed into a crowd of laughing youngsters.

George fell on evil days. They did debate the suggestion that a small fund should be raised so that he might go abroad, but it was only a literary friend of mine (as hard up as George himself), who supplied the necessary money. He wrote a short story for him, sent him to an editor with it, and the ten guineas so earned gave the old fellow another chance. Those who might have helped argued that "he had been a fool to himself." He had squandered his money in trying to make others happy. There's a moral in that somewhere if you dig deeply.

Here's a recollection from the other side.

A friend of mine was engaged to write a serial story for a publication belonging to a millionaire who never ceased to take a deep interest in all that appeared in his journals. He invited the writer to motor with him to his country house so that they might talk over the plot of the proposed story. His great slogan was: "Get the human note into it, and you cannot fail."

It was a glorious summer day. The rich man's sumptuous limousine was brought around to the office door.

"We'll lunch by the roadside on our way down," he said, and inquired of the chauffeur if the basket had been replenished. It had. And with the best cold

SOMERSET MAUGHAM
STORMS BERLIN."DO YOU THINK CONSTANCE
DOES RIGHT?"

"Do you think Constance does right?" is the literal translation of the German version of "The Constant Wife." This intriguing title has nothing to do with the phenomenal success of Somerset Maugham's play, produced at Reinhardt's "Kammerspiele" by Rudolf Forster-Larrinaga, but it will help to make it a subject of more serious discussion in Berlin than the delightfully light atmosphere of the production actually warrants.

The best comedy England has sent us for years is the unanimous verdict of critics, who by no means agree as a matter of course. Maugham, it is averred, in sustained wit of dialogue falls below Oscar Wilde—Germany's criterion for drawing-room comedy—but his situations are stronger. England has reason to be proud of him, it is said, and Mr. Coward would do well to study his model.

The constant wife of the play is a type unknown in Germany, but the critics hope that German women will go to see her, and come away chastened. They may well emulate her, they say, save in that little journey with an old friend.

"Did Constance do right?" The German male verdict is that she did. The audiences have been more genuinely interested and amused than they have been the whole season.

Lunch that the best hotel in London could provide.

The writer was hungry: he had missed his breakfast that morning. Ten, fifteen, twenty, thirty miles they travelled, and the great man seldom paused in his outlining of the story that should appeal to him.

At last the car was stopped by the side of the road. There was a shady copse on one side, and on the other a common ablaze with gorse. The lunch basket was lifted out of the limousine: the chauffeur opened it, after spreading a snow-white cloth on the grass. Never had the guest gazed on anything so appetising. Every utensil was of gleaming silver. The salad cried out for appreciation. The wine winked at the sun. Then, of a sudden:

"We must get the human note into this story," said the host. "Here we are, about to enjoy... Now, look at that poor devil!"

A disolute tramp had come around the bend in the road. His shoulders were bent, his boots were broken: every line in his face was eloquent of hunger.

"Come here, my man," said the host. "Join us in the feast."

The tramp looked down on the wonderful "spread" and scowled. He thought it was a trap. He couldn't reason that a rich man might have a human streak.

"I understand," said the rich man. He turned to the writer: "The poor devil is shy," he said. "He wouldn't care to eat with us. Let's take a stroll through the copse there while he enjoys his meal." Then, to the tramp: "Go ahead," he said, "there's plenty for all of us. Eat as much as you like. We'll be back presently." And he even insisted on the chauffeur clearing out of the way for a while.

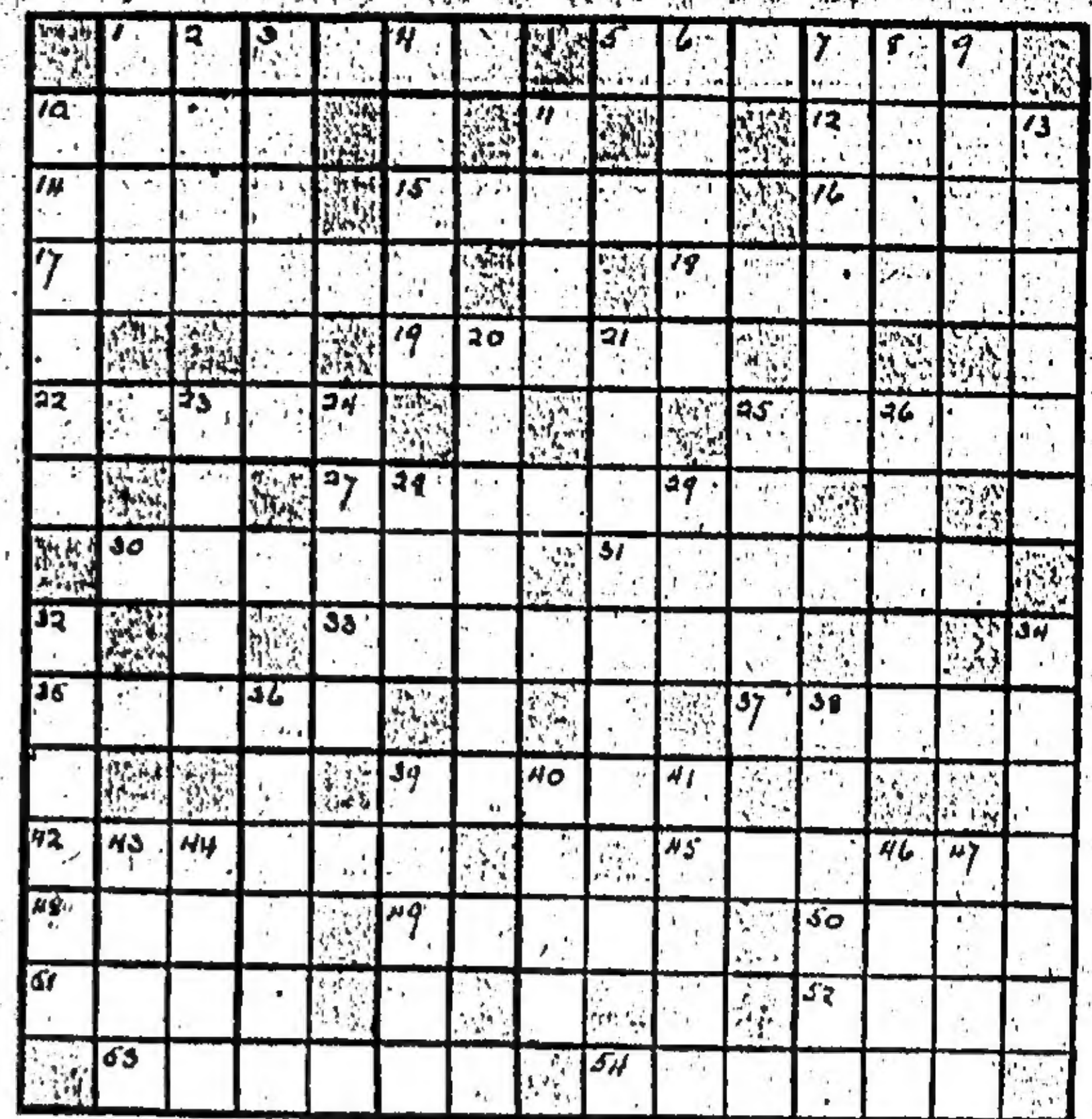
There you had a rich man joying in the opportunity of giving a poor man the surprise of his life. The writer, who was equally hungry, was hauled away for that stroll; he had to listen to more suggestions of how to get the human note into his serial.

"Try to get into the mind of that tramp," urged the rich man. "Will he ever forget? Not likely. You know, I feel happier, having done that, than if I had made twenty thousand in a deal. That's life!"

They returned after twenty minutes.

The tramp was gone. So was the whole of the silver that had lined the luncheon basket!

OUR CROSSWORD PUZZLE.



- Across.
- Plan.
 - Deviate.
 - Individual performance.
 - Cereal plants.
 - Kind of Steelyard.
 - Untied.
 - Blackthorn.
 - Small inclosed field-work.
 - Bo present at.
 - Arch found in mines.
 - Fascination.
 - Tuber of earth-nut plant.
 - Severe trials.
 - Covering.
 - Fisher with a large net.
 - Told.
 - Fertile spot in desert.
 - Throw out.
 - Short treatise.
 - Temper.
 - Wintry.
 - Monster.
 - Language of Norway.
 - Travelled in a vehicle.
 - Perceived.
 - Agas.
 - Buy back.
 - Give in return.

- Down.
- Painful.
 - Lump of earth.
 - Reverence.
 - Mediterranean Island.
 - Mark of a stripe.
 - Military list.
 - Valley.
 - Public school.
 - Severe.
 - Contest.
 - Staid.

- Harness maker.
- Rebounding.
- Pains.
- Tracts of waste land.
- On one side.
- Female relation.
- Regret.
- Dregs.
- System of order and harmony combined in the universe.
- Fashioned.
- Mean.
- Scuffed.
- Taut.
- Relating to the air.
- Demonstrative pronoun (Plur.).
- Tidal wave.
- Woody plant.
- Greater.
- Hebrew month.

Yesterday's Solution.

A J A R C H A S E
F A C E T O W C E A S E
A N I C C O R A L N I C E
R I D E S F E Y P I L E D
T T R V P E L Y
D O C S E V E R A L T I S
I R I S P E T E R A R C H
R V A G U E F A B L E A
H E N T R I E D L A R D
H E N K E S T R E L D I E
C O W D E D M M M
S T R A W I N P T E M P T
H A I R I N S E T R A L E
A R M E D C A N A L I E N
M E E P C A S T E E N D S



Philip Cooper



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The
Hongkong Telegraph.

SATURDAY, MARCH 3, 1928

RIVAL INTERESTS.

The growing popularity of motor-buses at home, and the keen competition which they are waging with the railways, are strikingly demonstrated by the report that a scheme is afoot for the purpose of erecting in the centre of London a huge motor-coach station from which a service of express coaches will run to all parts of the country. This development is a most interesting one, especially since it follows hard on the heels of the recent announcement that the railway companies are seeking power to extend their operations to the roads. There is certainly at the moment a deal of rivalry between the two interests, and, whilst railway managements may feel that their future is likely to be jeopardised unless they meet the new competition, the public no doubt expects to benefit from the competition.

There is an interesting analogy to be drawn between the case of the railway companies, menaced by road transport, and the case of the cable companies threatened by wireless competition. As a leading London journal recently pointed out, the railway companies have long held that a steel track is a safer and better medium for locomotion than the open road, yet, so hard pressed have they been by their new rival, the rubber-tired motor-bus, that they are now themselves applying for power to take to the King's highway. Similarly, the cable companies have long acted on the belief that an armoured copper-wire was a much safer and better means of transmitting telegraphs than the uncharted ether. But the progress made in wireless, and especially the perfecting of the beam system, has encouraged one of the principal cable companies to enter the rival field. We refer to the case of the Commercial Cable Company, which has its headquarters in New York and which recently announced that it had purchased from the Government the radio station built by the Telefunken Company on Long Island and taken over by the United States as a prize of war. A subsidiary concern has been formed to operate the station, which is to be equipped both for short-wave and high power transmission. This development comes, interestingly enough, when a Committee in London is seeking to arrive at some peaceful method of settling the rival claims of cable and wireless.

There are, of course, many aspects to this matter of rivalry between the two systems of telegraphy, including difficult questions of patent rights which may or may not stand in the way of free competition. In any event, a keen fight is likely, and it may well be that the result will be further perfection of appliances and the cheapening of services. Such an outcome would serve the cause of science as well as the public interest. Various bodies, including Press associations, are watching the developments, and there will certainly be strong objections if any move is made which will have the effect of nullifying the tendency towards a cheapening of rates which the perfection of wireless communication seems likely to promise.

Growing Friendship.

China's history has been in the making at such a rapid rate since the New Year dawned, and particularly in its international aspect, that it would take a really momentous development to again agreeably surprise foreign observers. From whatever source information is received the growing friendliness between the Chinese and foreigners becomes more and more apparent. The utmost cordiality is expressed from Peking, Nanking and Canton, the three great factional centres, yesterday's cables speaking of warm greetings between General Wardrop, the G. O. C. of the Shanghai Defence Force, and General H. L. L. of the Chinese Garrison Commander, and of an honest endeavour by the Peking Government to meet their obligations on foreign loans, while the manifestation of friendship between Canton and Hongkong was exemplified in the rousing reception accorded to Marshal Li Chai-sun, the head of the Canton Administration, who is paying an official call on H. B. the Governor. The payment by the Peking Government of a large part of the interest on the Shanghai-Nanking Railway Loan may be regarded as a practical demonstration of the sincerity of Mr. Lo Wu-lan when he stated recently that whatever is conducive towards strengthening international friendship and promoting goodwill between the Chinese people and foreign nations must be done. It is a gesture which can be accepted at its true worth, for it must be borne in mind that the Shanghai-Nanking Railway has no particular interest for Peking as it is out of their control. One could not honestly express surprise if Peking exhibited a lack of responsibility for a loan attached to a railroad, which might conceivably be used by their political opponents in the threatened resumption of active warfare, but this consideration has not weighed with them, and the action will be interpreted as a favourable indication of Peking's desire for fair play and mutual understanding. The whole trend of affairs in China has taken a decided change for the better, goodwill is in the atmosphere, and it would seem to be an opportune time when an attempt might be made to achieve a compromise between North and South, when cordiality might with favourable results be extended to China's internal problems as it has to her external relations.

CINEMA NOTES.

"SCARLET LETTER"—FINAL SHOWING.

Pictures showing for the last time to-day include "The Scarlet Letter," from Nathaniel Hawthorne's famous story of that name. The leading roles are filled by Lillian Gish and Lars Hanson, the latter making his American screen debut in this picture. Victor Seastrom, famous for his work in "He Who Gets Slapped," once more reveals his skill in directing "The Scarlet Letter" and succeeds in making the climax, the scene on the pillory, where Arthur Dimmesdale dies in the arms of Hester Prynne, one of the most emotional and dramatic scenes of any recent film.

World And Star.

Another picture showing for the last time to-day is "Confessions of a Queen," presenting beautiful Alice Terry and Lewis Stone, which is being screened at the World Theatre. "Confessions of a Queen" deals with life behind the scenes of a king and queen who have been forced to marry each other for reasons of state, but who later fall in love with each other with the result that they decide to retire into private life.

The picture at the Star Theatre, Douglas MacLean's entertaining comedy, "Introduce Me," is also being screened for the last time to-day. MacLean, who is forced to this film to assume the identity of a famous alpine climber, affords great amusement by continually getting into hot water and each time escaping by the breadth of a hair.

DAY BY DAY.

LIFE IS MADE UP, NOT OF GREAT SACRIFICES OR DUTIES, BUT OF LITTLE THINGS, IN WHICH SMILES AND KINDNESS, AND SMALL OBLIGATIONS GIVEN HABITUALLY, ARE WHAT WIN AND PRESERVE THE HEART AND SECURE COMFORT.—Sir Humphrey Davy.

The name of Mr. Tai Cho-wong has been added to the list of authorised architects.

Mr. John Mannors, of Messrs. John Mannors and Co., returned to the Colony to-day by the motor steamer Asa.

It is notified that Mr. C. G. S. Mackie, having returned to the Colony, has resumed his appointment as a Justice of the Peace.

His Excellency the Governor has appointed Mr. H. D. F. Beth to be a Justice of the Peace for the Colony of the Hongkong.

It is notified that snappers and boats are prohibited from anchoring, congregating or loitering within 100 yards of the entire sea wall of the Naval Yard.

In view of the disturbances prevailing at Swabue and neighbouring places, the General Post Office has announced that postal service to that port has been suspended until further notice.

To the list of medical practitioners there has been added the name of Dr. Li Shue Pui, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The annual general meeting of the Society of St. George will be held in the office of the Hongkong Jockey Club, on the ground floor of the Hongkong Club Annex, on Friday, March 9, at 5.30 p.m.

Sub-Assistant Surgeon Jemadar Faiz Mohammad Khan, of the Indian Subordinate Medical Department, has been authorised by the Governor to sign medical certificates of the cause of death for the purposes of the Births and Deaths Registration Ordinance.

Mr. L. Gibbs will retire from Messrs. Denison, Ram and Gibbs, from March 31, and will have no responsibility for any work done by the firm after that date. Mr. E. F. R. Sample will carry on under the name of Messrs. Denison, Ram and Gibbs.

According to the records of the Superintendent of the Botanical and Forestry Department, rain fell on eleven days during February, the total amounting to 3.87 inches. The biggest fall was on the 26th, when 1.31 ins. was recorded. It rained on the last six days in the month.

Sub-Lieutenant Takamatsu, younger brother of the Emperor of Japan will visit Manila this year during the course of a 20,000 mile cruise which he will take aboard the training cruiser Yakuma. He will be among a party of 137 cadets. The cruise will start from Yokohama April 23. Honolulu and various Australian and Asiatic ports will be visited.

Mrs. Diana Watts, who is staying in the Colony for a few days, is to give a lecture and demonstration in St. Stephen's Girls' College on Monday afternoon next at 4.30 p.m.—"The Principles of Gynecological Balance." Mrs. Watts gave a similar lecture in the City Hall some time ago when she was highly successful and very much appreciated.

The Gazette notifies that a large area of Crown land near the golf site on the south eastern portion of Kowloon Bay (Kai Tak) Reclamation is used for the unauthorized storage of granite stones. Unless the stones are claimed, ownership proved, storage charges paid, and permission to remove the stone obtained, before the 12th March, the materials will be sold and the purchase money used to liquidate the sums due for storage.

EXCHANGE RATES.

	London, Mar. 2.
Paris	124
Brussels	95.01
Amsterdam	12.12
Berlin	20.42
Copenhagen	18.21
Vienna	34.02
Helsingfors	193.4
Lisbon	23.32
Buenos Aires	794.4
Shanghai	47.30/32
Yokohama	47.30/32
New York	111.1/32
Geneva	25.64
Milan	92.35
Stockholm	18.17
Oslo	18.22
Prague	104.4
Madrid	28.30
Athens	5.69
Rio	559.04
Bombay	175.31/32
Hongkong	2.04
Silver (spot)	20.1
Silver (forward)	20.1/10

—British Wireless.

HIS HONOUR ADJUSTS.

A Typical County Court Scene.

Eleven o'clock in the morning at a typical London County Court! Almost all claims up to £100 in value are in order and to be met with here. "Jones and McCormack," calls the wiry-looking clerk, swiftly pinning together the papers in the last case, pencilling the result on them, and putting a fresh green form up on the bench.

Two ladies step into the two witness boxes labelled Plaintiff and Defendant, facing each other across the court. The younger, one wears a feather bonnet and carries a contented-looking baby which proceeds to make eyes at the judges' wigs. The other wears a black hat of the last generation perched forward on her head, from which soar gracefully two bright pink feathers. Each takes the oath briskly and glares at the other.

"Well, madam," says His Honour, regarding the smiling baby with approval, "what is the trouble?"

"Last Toosday," replies its owner, taking a deep breath, "she said to my Man's Old Man, down by the 'Duck and Drake,' as 'ow I 'ad thrown some mud at 'er washing. Now . . ."

"You err," interposes Pink Feathers, majestically. "What I did say, Your Worship—beg pardon, Your Lordship—was that 'er washing was such that no decent landlady would tolerate in 'er back yard for one moment, which they wouldn't."

"Which is the Plaintiff?" remarks His Honour to the world at large. "Are you Mrs. Jones?" inquires the clerk of Feather Bon.

"Me a Jones!" replies the indignant mother, "not likely! That," giving Pink Feathers an indignant glance, "is Mrs. Jones, if," she adds darkly, "that's 'er real name, which I doubt."

"Oh! they've got into the wrong boxes," murmurs His Honour, "very confusing. Now," addressing Pink Feathers, "that false start was my fault. I'm sorry. It's your turn to begin. Does she"—he glances at the paper before him—"owe you some rent?"

"Yes," replies Pink Feathers triumphantly, "four pounds, six shillings, and eleven pence and interest due last Monday."

"Well, you see," says His Honour, turning to Feather Bon, who is holding herself in with evident difficulty, "she says you owe her a lot of rent."

"Last Toosday," comes the slow and emphatic reply, "she said to my Man's Old Man down by the 'Duck and Drake' that . . ."

"But do you owe her four pounds-odd rent?" inquires His Honour.

"I dare say," is the dramatic and somewhat unexpected reply, "but would you pay the old wretch if she'd said that you 'ad thrown mud at 'er washing?"

"Well, I don't know," says His Honour thoughtfully, "perhaps I shouldn't. But I'm afraid there must be judgment for the Plaintiff for four pounds, six shillings and eleven pence, because that's all this case is about. You must bring an action against her for what she said if you want to. But I shouldn't if I were you. You would probably lose and a peaceful life is the great thing. Next case, please."

"I'm in this case, Yr Honour," remarks a large solicitor, rising hurriedly from a side bench and turning over a bundle of papers from a large mass in front of him, "for the—er—Plaintiff."

"No, you're not!" says a barrister in a very new wig and gown, indignantly, "I'm for the Plaintiff."

"Oh, yes, I'm sorry," says the solicitor, coming to anchor at a sheet of manuscript notes and subsiding on the bench again, "I'm for the Defendant; I remember the case now."

"In this case, Your Honour," continues the Barrister, "the sum at issue is small, but a very large question is involved for my client."

Something like a smile passes over the face of His Honour, the solicitor, and the clerk; the opening is familiar and presages a considerable flow of eloquence. The swing-door of the court opens, letting in a snatch of shrill conversation—"Throw mud at your washing! I've more respect for mo mud"—and shuts again.

"The matter," says the Barrister, "arose in the month of August, 1925, in this way." The solicitor turns his back on him and busies himself with a battered textbook; persons waiting for subsequent cases look darkly and despairingly at the orator and then at the clock and walk out; His Honour lays down his pencil, leans back in his chair, and looks out of the window.

"How," says Counsel triumphantly to the Defendant an hour later, reaching the coping-stone of a cross-examinatory edifice, "could you have seen Mr. Shaw come out of this building at 4.35, as you said just now, if he was at home, six miles away at 4.25, as he says—and he's your witness?"

"Because," replies the Defendant patiently, "there's two Mr. Shaws; old Shaw and young Shaw; they're sitting together over there now. Four thirty-five you said it was, didn't you, Jimmy? Yes. You see, old Jimmy Shaw's son, wot married the cousin of the butcher where the plaintiff gets his meat, he said to me the day afore all this happened—"

"No, no," says Counsel hurriedly, pushing back his wig and mopping his brow, "we can't have what he said to you. Now, to turn to another matter—"

"Now, in this case," says His Honour at 5.30 p.m., giving judgment in his last case, "the Plaintiff, who is a tailor, sues the Defendant for £5, the price of a new suit. The defence is quite simple; the Defendant says the suit does not fit. I have seen the suit on him, and whereas the waistcoat and trousers fit perfectly, there are two large and unmistakable creases right across the back of the coat."

"I do not pretend to be an expert in such matters, but I have no hesitation in rejecting what appears to be the Plaintiff's first contention with regard to them, that they are in no wise detrimental, but in fact fashionable—his evidence appeared to go as far as that."

"His second contention presents more difficulties; he says that the Defendant's figure must have altered since the suit was fitted, and his counsel did indeed elicit with some difficulty in cross-examination the fact that the Defendant was in the habit of doing certain athletic exercises in his apartment each morning. But I am satisfied that the effect, if any, of such exercises considered in relation to a previously well-fitting coat would be that it would become impossible, or very difficult, to engage the buttons, which is not the case here."

"I therefore come to the conclusion that the Plaintiff has supplied the Defendant with a perfectly good waistcoat and trousers, but a defective coat. Counsel for the Plaintiff urged upon me the view that in law he was entitled at any rate to judgment for the apportioned price of the waistcoat and trousers, but as to that the Defendant said, with some force that the material was of a very distinctive stripe that could not be matched, and that a plain coat on top of such trousers would be, as he termed it, pathetic, and indeed detrimental to him in his business."

"What course am I to adopt? I adjourn the case for a week to enable the Plaintiff to rectify the coat if he can, and I advise the Defendant to cease his exercises for that period, so that we may not be troubled with that ingenious contention at the next hearing. Costs reserved. I think that finishes the list, Mr. Kelly?"

B. T. J.

POEMS THAT LIVE.

SONG.

Now sleeps the crimson petal, now the white;
Nor waves the cypress in the palace walk;
Nor winks the gold fin in the porphyry font;
The fire-fly wakens: waken thou with me.

Now droops the milkwhite peacock like a ghost,
And like a ghost she glimmers on to me.

Now lies the Earth all Danse to the stars,
And all thy heart lies open unto me.

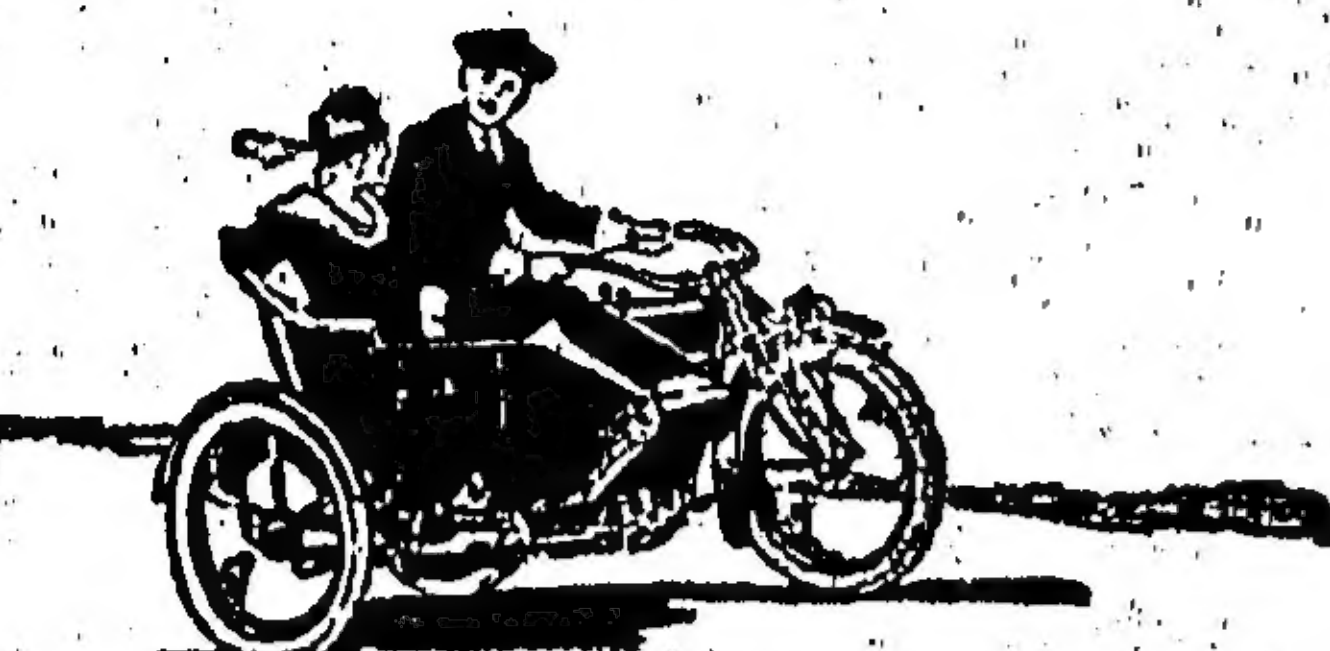
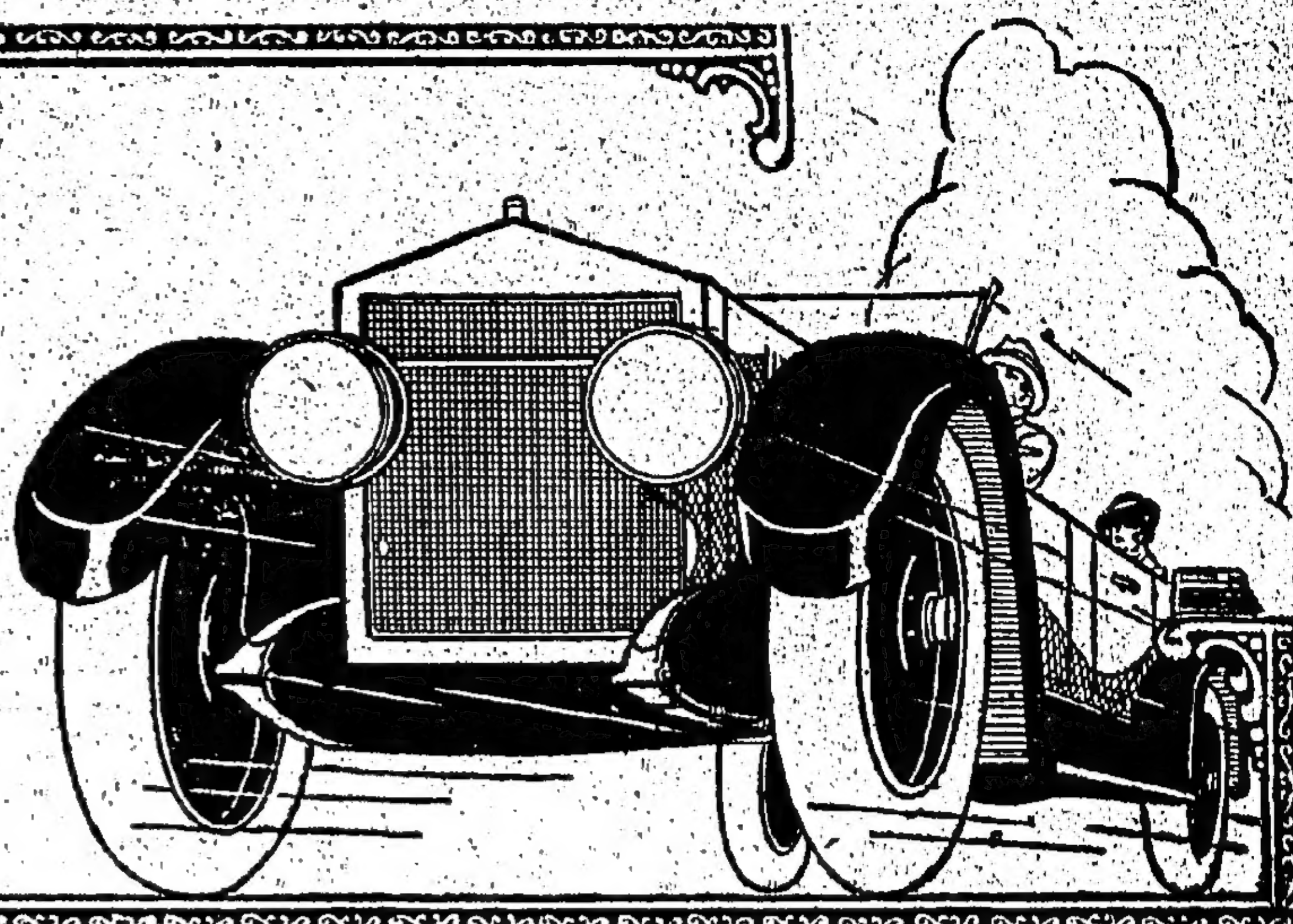
Now slides the silent meteor on, and leaves
A shining furrow, as thy thoughts in me.

Charlie Chaplin's latest comedy, "The Circus," is to be screened at the Queen's Theatre to-morrow. "The Circus" presents Charlie in the guise that first won him fame—a tramp attired in baggy trousers, with ill-fitting coat, trick derby, and cane. "The Circus" is full of quaint touches, full of droll incidents, full of delightful thrills. In short it is a picture that could have been made by only one comedian alive—the supreme artist known and loved the world over as Charlie Chaplin.

Now folds the lily all her sweetness up,
And slips into the bosom of the lake:
So fold thyself, my dearest, thou, and slip
Into my bosom and be lost in me.
—Tennyson.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 3rd MARCH, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

New Ambulance.

A new motor ambulance has recently been put into service for the Tung Wah Hospital. The chassis is an Austin 20, the body being built locally. It is painted white and is of very smart appearance, resembling the Austin ambulance used by the Fire Brigade.

Reporting Accidents.

During the past week two cases have been heard at the Magistracy in which drivers failed to report accidents in which their vehicles were involved. This recalls an incident which, we are informed, took place a few days ago. A motor vehicle was travelling down Garden Road and another was travelling up. When these vehicles were passing, a slight collision took place, not very much damage being done. The up-going car failed to stop to ascertain the precise result of the "scrape"—a rather foolish procedure in this case because the man who failed to stop had lost his spare wheel, this being ripped off. The driver of the down-going car, who did stop, promptly took possession of the spare wheel which the other man had left behind. The loss of a spare tyre and wheel is a much more costly matter than the trifling damage to the other vehicle. Surely, it is always better to stop, no matter how slight the collision, and all drivers would do well to remember that the Regulations demand that they shall.

Stationary Vehicles.

We have been asked whether it is compulsory to exhibit lights on a stationary motor vehicle, as there are a number of motorists who believe that this has to be done. This is not so, for there is no regulation in Hongkong which compels a stationary vehicle to exhibit lights. It is compulsory at Home, but the authorities here do not think it is necessary.

City Hall Parking.

The City Hall square is being very much used by motorists as a parking ground, especially now that an A. A. patrol is on duty throughout the day looking after the vehicles. There is one point, which demonstrates how motorists have to be tolerant of each other and give way sometimes. The rule is that cars may park at the City Hall when no entertainment is in progress, and that when an entertainment is on they must park on the south side of Queen's Road—namely, in the gutter by Beaconsfield Arcade. It sometimes happens, however, that there is an entertainment in the City Hall during the afternoon, and the result is that many motorists, who have left their cars parked until they call for them after office hours, violate the rules and that cars wishing to drive to the City Hall entrance are not able to do so. Owners of parked cars, under such circumstances, are committing a technical offence by causing an obstruction. The obvious course, from a practical point of view, is to leave the parked cars undisturbed until their owners leave office, other people meanwhile alighting in Queen's Road and walking across the square to the Hall. There are very few afternoon entertainments, and some such understanding would work best for the benefit of those to whom that particular parking space is most useful.

The New Ford.

There have been numerous interested visitors to the lounge of the Hotel Savoy, where the first model of the new Ford car re-

ceived by the agents, Messrs. Wallace Harper and Co., Ltd., has been on show. The all-round excellence of the model has been favourably commented upon by all, and when the very low price at which the car will sell is taken into account there is astonishing value for money. We understand that a big shipment is expected soon and that many orders have already been placed.

Road Obstructions.

There are a number of road obstructions in Hongkong which we would like to see removed. The junction of Morrison Gap Road and Stubbs' Road has been widened lately (resulting in a great improvement) but a low wall has been built on the hill side of the road and a lamp-post placed in the roadway. Why could not the lamp-post have been placed on top of the wall out of the way of traffic? There are numerous posts throughout the Colony which should be placed to the side of the road instead of in the centre as now. The big standards in the centre of Des Voeux Road ought to go. They were all right in the day when they were erected but they are dangerous and ill-suited to present-day traffic needs. Vehicles have more than once collided with them—when drivers have not been to blame. In wet weather, when there is greater liability of skidding, the danger is increased.

Speeding Lorries.

Unless there is some check put on the speed of motor lorries descending Stubbs' Road a serious smash is almost bound to happen in the relatively near future. This road is very unsuitable for speeding, especially by heavy lorries. The regulation speed for such a vehicle is 12 m.p.h. and we should like to see something done to remind drivers of the necessity of keeping to that speed.

A. A. News.

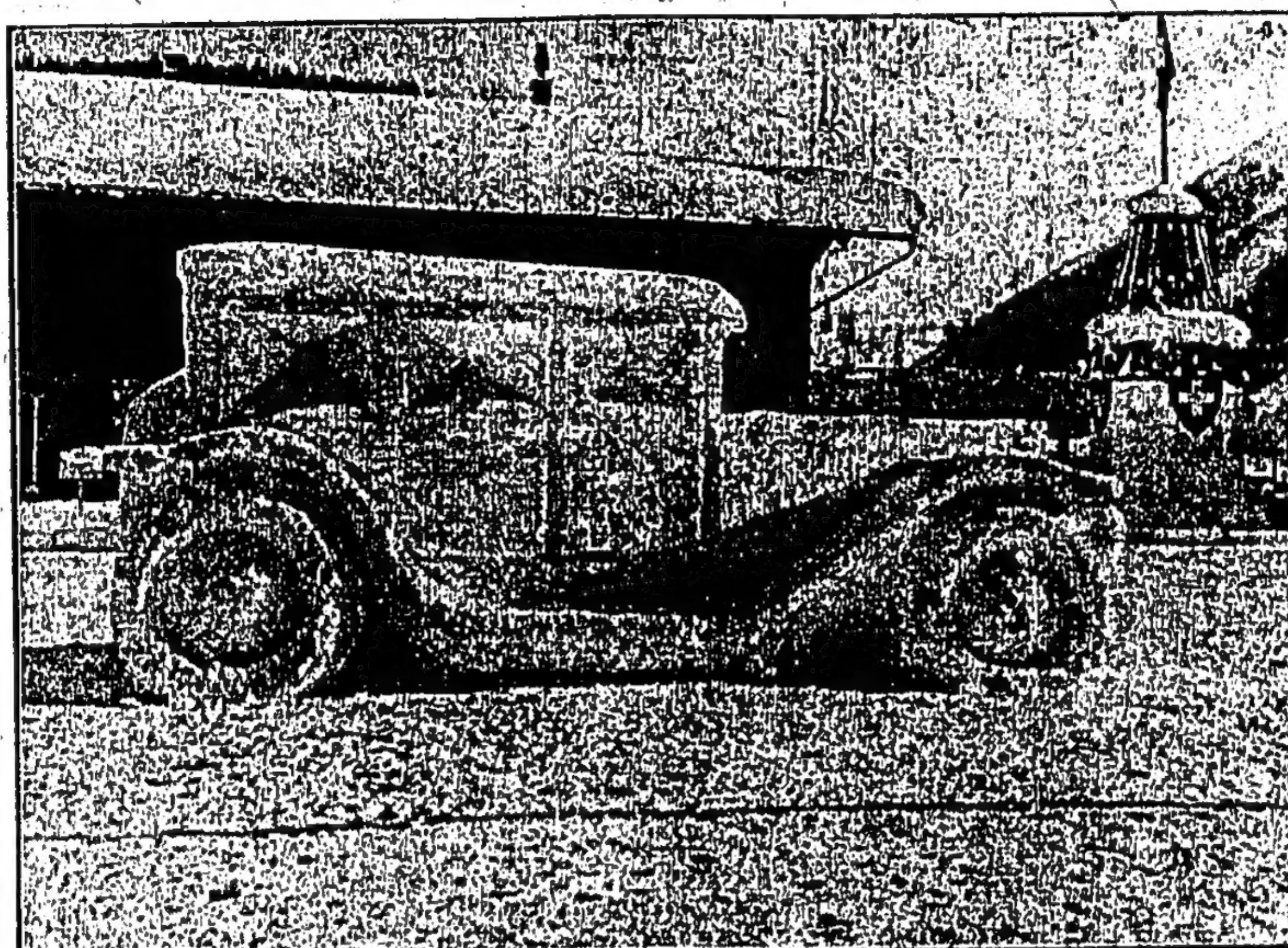
The Automobile Association, which recently initiated Night Service Road Patrols, has now extended its activities by providing a Telephone Enquiry Bureau at the London Headquarters, available to members at all hours of the day and night, including week-end and holidays. During the recent abnormal weather conditions the A. A. telephones were working at pressure, throughout the twenty-four hours, and thousands of members were able to undertake journeys which would have been impossible but for the up-to-date information obtainable at any hour.

The Automobile Association at Home is receiving many enquiries in connection with the renewal of motor car and motor-cycle licences for the new year. To assist motorists the Association has issued a book entitled "Your Motor Tax at a Glance," which shows the various amounts due for licences, according to horse-power, either for the year or shorter periods. Information is also given concerning rebates obtainable in respect of old cars, refunds for surrendered licences, and the necessary procedure for renewing licences. It is important to know that the Authorities are granting fourteen days grace for the renewal of licences, and that vehicles used during this period of grace become liable to taxation. Copies of the booklet may be obtained upon application to The Secretary, The Automobile Association, Fanum House, New Coventry Street, W.1., or to any of the A. A. Area Offices.

Alleged Noisy Exhaust.

At the Stratford Police Court the Automobile Association has just successfully defended a motorist who was charged with not having an efficient silencer fitted to his car. In reply to the allegations

A FROZEN RADIATOR?



A motor car modelled in snow by English visitors at Davos Platz Switzerland.

THE MOTOR CYCLE TRIAL.

Details of Checks and Stops.

When the motor cycle reliability trial organised by the Motor Cycle Section of the H.K.V.D.C. takes place on Sunday, March 11th, it is expected that about fifty competitors will start. The number of entries is very satisfactory considering that such a trial is entirely new to Hongkong and that few riders have had little or no experience of such events. Competitors will be given due notice when route cards and number plates are available and they will be given the time for the start of the trial during the next few days.

It is possible now to indicate the observed hills and also the checks. On the first lap there will be an observed hill, this being Reservoir Path and will be clearly shown on the route cards. The first check will be at Aberdeen also on the first lap. The check will be approximately 17 miles along the first lap. Competitors will be required to stop and sign at Aberdeen.

There will be no further observed hills or checks until the end of the first lap when a check will be taken at Garden Road. Competitors will not stop however. They will carry straight on for the second lap, their time at Garden Road being taken by observers. This check is about 29 miles along the course.

On the second lap Reservoir Path will be observed and the check on this lap will be at Repulse Bay. Here competitors must halt and sign. This is about 45 miles along the course. Competitors will carry straight on, following the course to Garden Road, where there will be another check, approximately 58 miles along the course. At this check, however, there will be no stopping, riders going straight on following the course up to Peak Road which will be an observed hill.

There will be no check in the third lap until Statue Square is reached the end of the lap. Competitors will halt here and will remain for about half an hour. The fourth lap will be covered in darkness and consists of a run round the Island. On this lap competitors will be required to check and sign at Repulse Bay. The trial ends at the Volunteer Headquarters, where the checking in time of all competitors will be noted. This is the end of the course, a distance of about 98½ miles having been covered. There will be secret checks on the course but no competitor will know the whereabouts of these. Although hints will be given to competitors before the day of the trial those who have entered are reminded that in the case of a breakdown they should get their machines in to the side of the road and thus prevent forced stops by competitors following on behind. To claim a bulk it will be necessary for competitors to see that their number is taken by a marshal, observer or other official. Any competitor who finds himself unable to continue at any part of the course and decides to give up is asked to hand his number plates in to an official. This will avoid confusion and simplify the work of observers and marshals.

A MOTOR RIDDLE.

Is a Steam-roller a Car?

Is a steam-roller a motor-car? was the riddle the Hampstead Bench was asked to solve recently. Henry Edward Miller, of Limehouse, was summoned for driving a steam-roller at Hampstead without two independent brakes and without a driver's licence. Mr. Parkes, solicitor to the Automobile Association, defending: If you say a steam-roller is a motor-car, then you must also say that a moving machine propelled by its own power is a motor-car. A steam roller if a motor-car must have a horn or bell and an efficient silencer, and always work in a forward direction. For the driver taken his wife and family to Brighton for the day it would have been considered a car. Driving it at Hampstead amounted to exactly the same thing.

Mr. Parkes said it was impossible for a steam-roller to have two independent brakes, as required by the Act, as a steam-roller had only two wheels, and not four as in the case of a car. Miller said that he had been driving rollers for 20 years and had never held a licence. The Bench dismissed the summons.

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IMPORTANCE OF OIL.

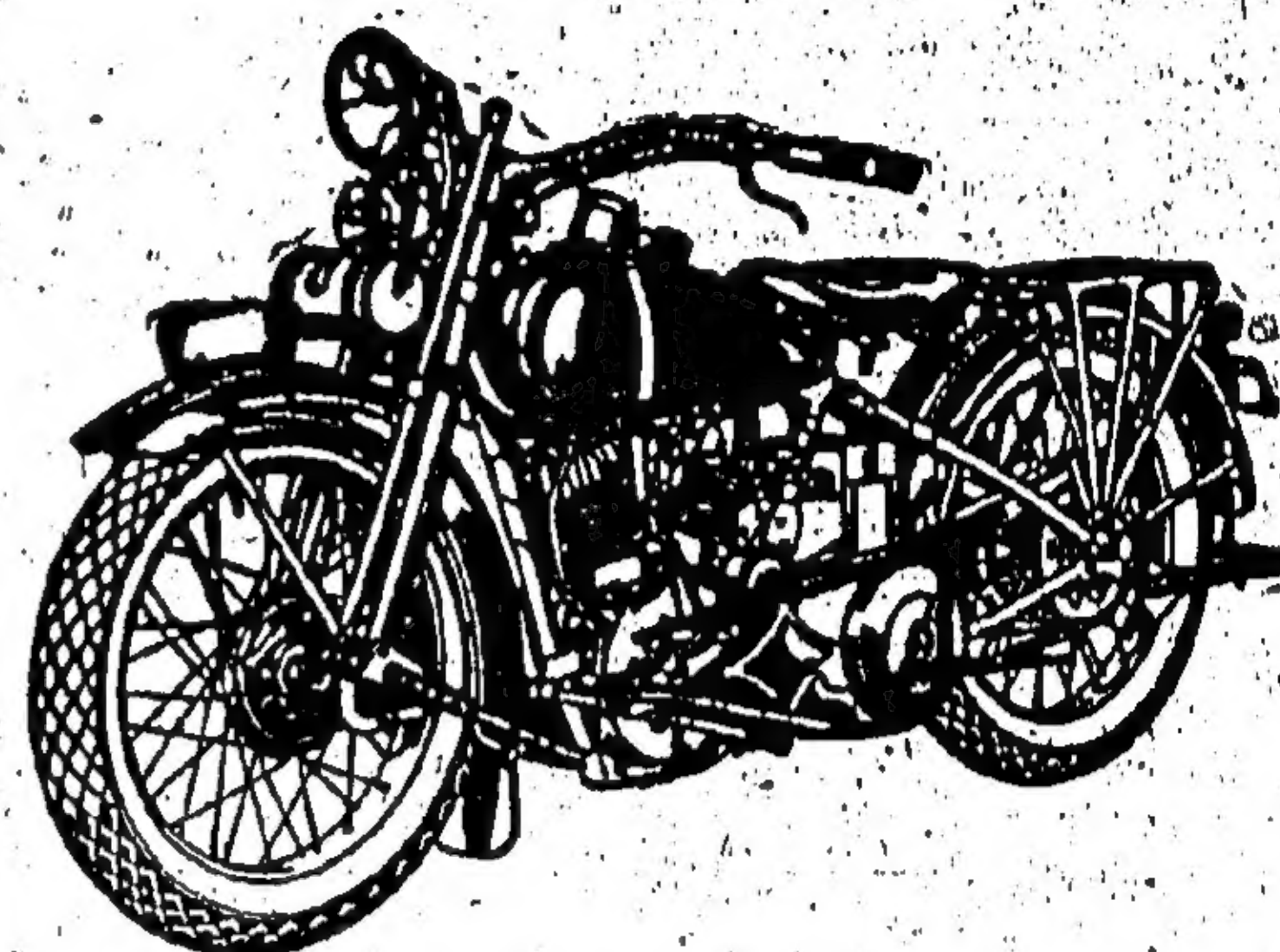
Effect of Carburetion on Lubrication.

The adjustment of the carburetor determines the proportion in which gasoline and air shall be fed to the engine. This proportion has an important effect on lubrication. Incorrect carburetor adjustment may cause oil pumping, carbon formation or thinning of the lubrication oil by dilution with fuel. "Oil pumping" is the accumulation of excess lubricating oil in the combustion chamber. The oil accumulates because it cannot burn, either from lack of heat to vaporize it or heat to consume it. With the carburetor adjusted too rich, there is not enough air to burn the gasoline completely, and obviously not enough to consume any excess of lubricating oil.

If the carburetor is adjusted to idle too slowly or if the engine is run too long in this position, the tendency toward oil pumping is greatly increased. In the idling position, the carburetor throttle is almost closed and a high vacuum is developed in the intake manifold and combustion chambers. This vacuum tends to draw the oil up past the pistons. This over-boiling is made worse by the fact that the idling mixture is rich, and the oil is likely to accumulate because there is not enough air to burn it. To prove this let the engine idle a short time, step on the accelerator and note the cloud of smoke from the exhaust, which comes from the burning of the accumulated oil.

In starting the engine in the winter, it is necessary to use the choke. This is because the greater portion of the gasoline is too heavy to vaporize on the cold cylinder and consequently cannot be fired. The mixture needed to start a cold engine must be from five to seven times as rich as the normal mixture. Only about one-fifth of the fuel is light enough to vaporize and fire at the low temperature. The rest remains in liquid form and thins out the lubricating oil. Thus it is perfectly clear that if the choke is used to excess the lubricating oil will be thinned down so much that it will lose part of its value. Avoid excessive choking or unnecessary use of the choke after the engine has started. To keep the engine reasonably hot helps both carburetion and lubrication. If the carburetor is properly adjusted and the engine thoroughly hot, oil accumulation will be readily consumed and the excess fuel in the oil will be driven off.

As dilution of the lubricating oil is inevitable, the oil in the crankcase should be completely renewed at least every 1,000 miles. The cost of doing so is very small, while the results secured are very great.



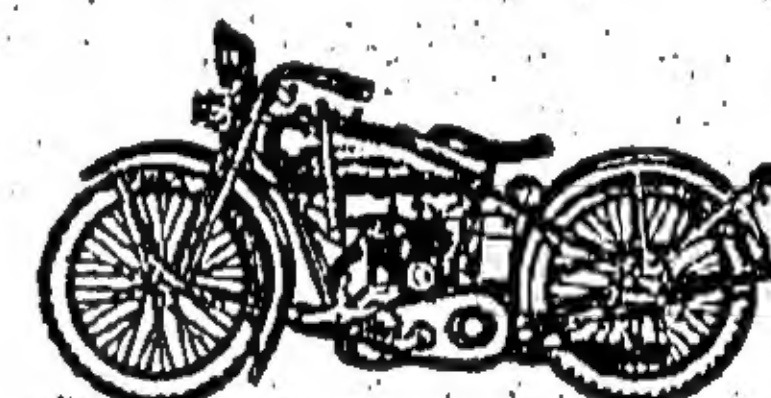
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are now in stock.

(Only one 1928 Harley Single O.V.H. model, and One 1928 Combination left.)

Our Fourth Shipment is due April 9th, by s.s. President Pierce.

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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Change Oil Every 1,000 Miles.

Reason Number 6—Power.

As you drive along, do you mentally "push" your car? Or are you rolled along easily, quietly, on all the power your engine was built to deliver?

Unless you are lubricating your motorcar with the correct grade of oil, and unless you are changing that oil every 1,000 miles, the chances are that engine labour and wear are stealing at least 25 per cent. of your engine power.

If your engine were made of glass, and you could watch it running, you would understand at once why the life and power of your motorcar is dependent on oil.

Even with Mobiloil protection you would see contaminating influences at work. You would see the oil being thinned out by benzene and water; being contaminated with particles of dirt, steel and carbon. You would see friction and wear loosening pistons, scoring cylinders, causing excessive engine labour.

Never again would you question the economy and wisdom of using the high quality Mobiloil. You would appreciate, too, why regular crankcase draining is the most important single factor in prolonging the life and maintaining the power of your motorcar.

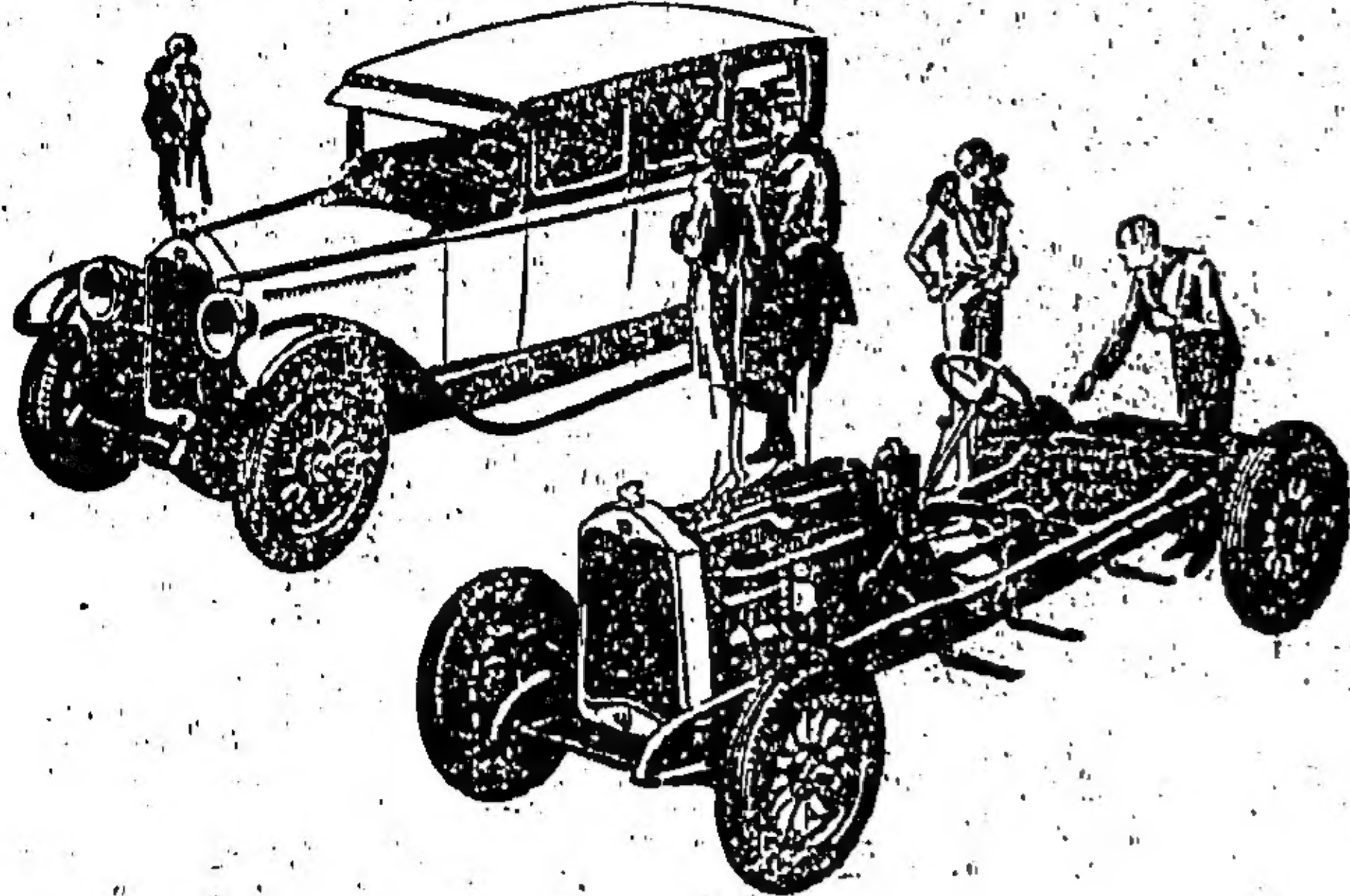


Mobiloil

Make the most of your gas

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WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM



From "roof to basement" that's the way to buy a car

Buick welcomes this searching test

The man who buys a home goes over it thoroughly, from roof to basement, to make certain that it has the sound construction that means long and enduring service.

That's the way to buy a home—or a motor car. And that's the way to prove the fundamental superiority of Buick for 1928.

Examine Buick carefully, part by part. You'll find every bit of material used—every nut and cotter pin—of the highest quality.

Go into every hidden detail. There you'll discover the secret of Buick's famous dependability and long life—sound, sturdy construction throughout.

Buick welcomes this searching test—and invites critical comparison. And Buick is willing to leave the decision to you.

Buick welcomes this searching test—and invites critical comparison. And Buick is willing to leave the decision to you.

SEDANS \$1615 to \$2200. COUPES \$1610 to \$2350. SPORT MODELS \$1525 to \$2070. DELIVERED.

BUICK for 1928

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD HAPPY VALLEY.

WHY MEN LEAVE HOME!



A taxi company in Chicago has engaged girl drivers for all its cabs. Here is one of the fair drivers putting on a new tyre. It should be noted that the front seat of a taxi will accommodate only one person!

POWER LOSS BY WASTED FUELS.

Modern Engine Efficiency.

Roughly, only a quarter of the actual fuel value is used to drive the car, no less than three-quarters, approximately, being lost in various ways. The actual percentage of useful and wasted fuel varies with different designs, but the 25 per cent. turned into work may be taken as applying to the normal touring model car.

Before dealing with the why and wherefore of power losses, it is necessary to understand where the waste occurs. Only about 30 per cent. of the heat value of the fuel actually is used in the cylinders to force the pistons downwards. Of this 30 per cent., a further 5 per cent. is lost in bearing friction, in the inlet and exhaust systems, and in transmission. Thus the result is three-quarters waste, and one-quarter of the fuel used.

The thermal efficiency of an engine is the ratio of heat converted into work to the heat supplied. Assuming that a gallon of petrol has a heat value of 144,300 British thermal units, an engine which makes use of 43,290 British thermal units out of every gallon has a thermal efficiency of 30 per cent. Up to date the maximum thermal efficiency obtained is barely 40 per cent.; 30 per cent., however, is nearer the mark for ordinary production engines. Steam engines are even worse off in this respect, as their thermal efficiency may be set down at about 25 per cent.

Where does the 70 per cent. of the heat value of the fuel go? The water-jackets and radiator absorb some 20 per cent., and 41 per cent. passes out in the exhaust gases. At first sight it would appear that the cooling system is an expensive and unnecessary part of the engine. If it causes such wastage, but, as in the case of the majority of engineering problems, it is a necessary compromise.

In the absence of direct air or water cooling, the heat generated in the cylinders would grow until the oil temperature rose to such a pitch that its lubricating value was destroyed; this, of course, would mean seizure and distortion.

Mechanical efficiency is the ratio of energy given out to energy supplied. The average percentage here is much greater than in the case of thermal efficiency, being about 90 per cent. to 94 per cent. The 10 per cent. loss is caused by the friction of the pistons in the cylinders, the friction in the engine bearings, in the auxiliaries, in the gearbox, and in the rear axle. Friction increases with the engine speed; therefore a study of mechanical efficiency is of great importance in connexion with light car engines, which run at comparatively high rates of revolution.

Foremost, by reason of its relative size, is piston friction. This loss represents a quantity some four times greater than that of the friction of the engine bearings; between 40 per cent. and 60 per cent. of the entire friction in the engine takes place in the cylinders. A large amount of the area of piston skirts is unnecessary for taking wear, but heat conduction and the strength of the piston demand the presence of an adequate amount of metal.

THAT FIRST 500 MILES.

No Need for Slow Speed on Studebakers.

Few announcements made by motor car manufacturers within recent years have more significance to the motor car owner than the Studebaker's statement that all Studebaker and Erskine models may be driven 40 miles an hour the day they are delivered. The situation is explained as follows:

"In the first place, lifting the old ban on immediate speed has increased ten-fold the pleasure of driving a new car. When a new owner gets into his Studebaker or Erskine he can experience at once the thrill of flashing performance without fear that he is injuring the motor. Ordinarily the owner of a new car has to plod through 500 tedious miles at 20 or 25 miles an hour before he can really enjoy the performance he has bought.

"But there is a deeper significance to Studebaker's new policy than just the pleasure of stepping on the accelerator and feeling the car jump ahead. The fact that Studebakers and Erskines can be called on to 'do their stuff' immediately on delivery is a high tribute to Studebaker manufacturing.

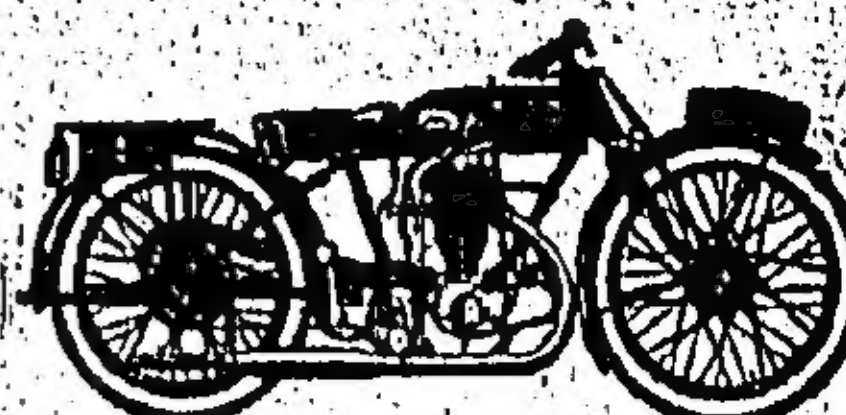
"Check through the list of motor car manufacturers and you will see that the only makers who do not insist on a thorough breaking in period at low speed are manufacturers of the most expensive cars. Rolls-Royce heads the list—you can drive a Rolls at high speed the minute it leaves the factory.

"This is possible in Studebaker and Erskine cars as a result of precision workmanship, inspections, quality of materials and 'seasoning' operations to which the motors are subjected.

"Seven hundred inspectors make 19,000 inspections on Studebaker cars before they are passed on to the purchaser. Sixteen hundred and ten mechanical operations are not allowed to vary more than one one-thousandth of an inch, and 415 operations are held to a tolerance of one-half thousandth of an inch.

"Proving Ground and laboratory tests set up these standards, and inspections at every turn see that they are rigidly upheld. But high engineering standards are not the whole story—the material must be of the very highest grade before it is even accepted for Studebaker manufacture. Studebaker pays a bonus to get extra high quality in certain steels.

"Finally the cars are given a thorough test and preliminary breaking in on dynamometers before being released for delivery. This last test, with the preceding inspections and skilled workmanship, make certain that every car leaving the factory can be driven 40 miles an hour immediately without injury to the motor or chassis."



There are no better in Hongkong for the money.

FRANCIS AND BARNETT

Cycles

From £38.0.0 up.

DOUGLAS E. W.

From £59.0.0 up.

TRIUMPH MOTOR- CYCLES

From £60.0.0 up.

INDIAN MOTORCYCLES

From G\$245.00 up.

A. J. S. MOTORCYCLES

From £61.0.0 up.

ACCESSORIES

John Bull Line of Rubber goods, Complete line of Accessories for Cycles and Cars.

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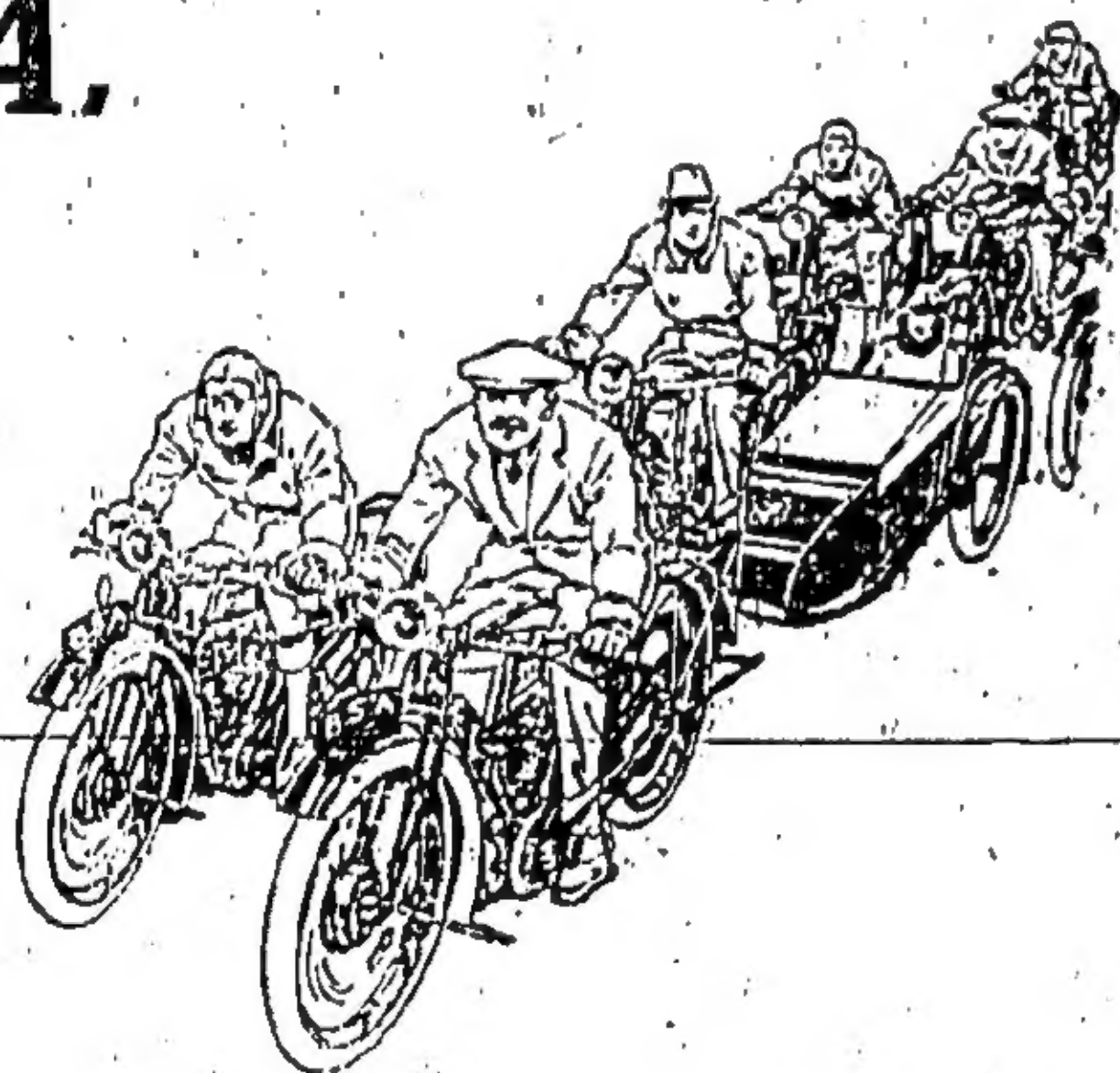
Prince's Building, 2nd Floor, Ice House Street Entrance, Showroom No. 1 Chater Room.

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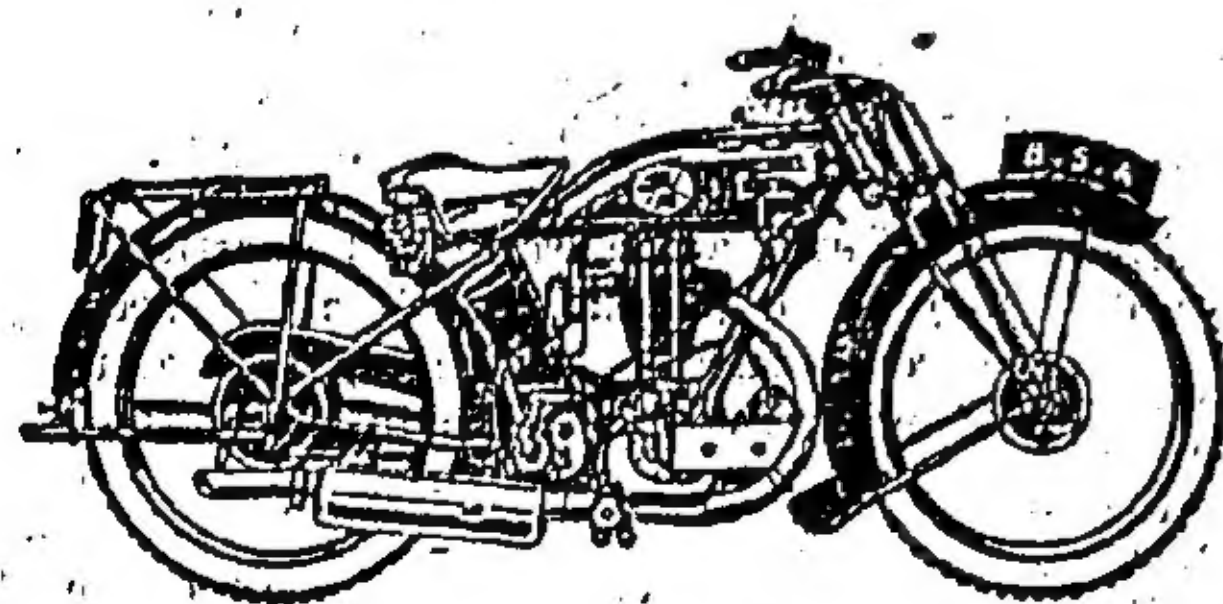
LEAD THE WAY

ON A

B. S. A.



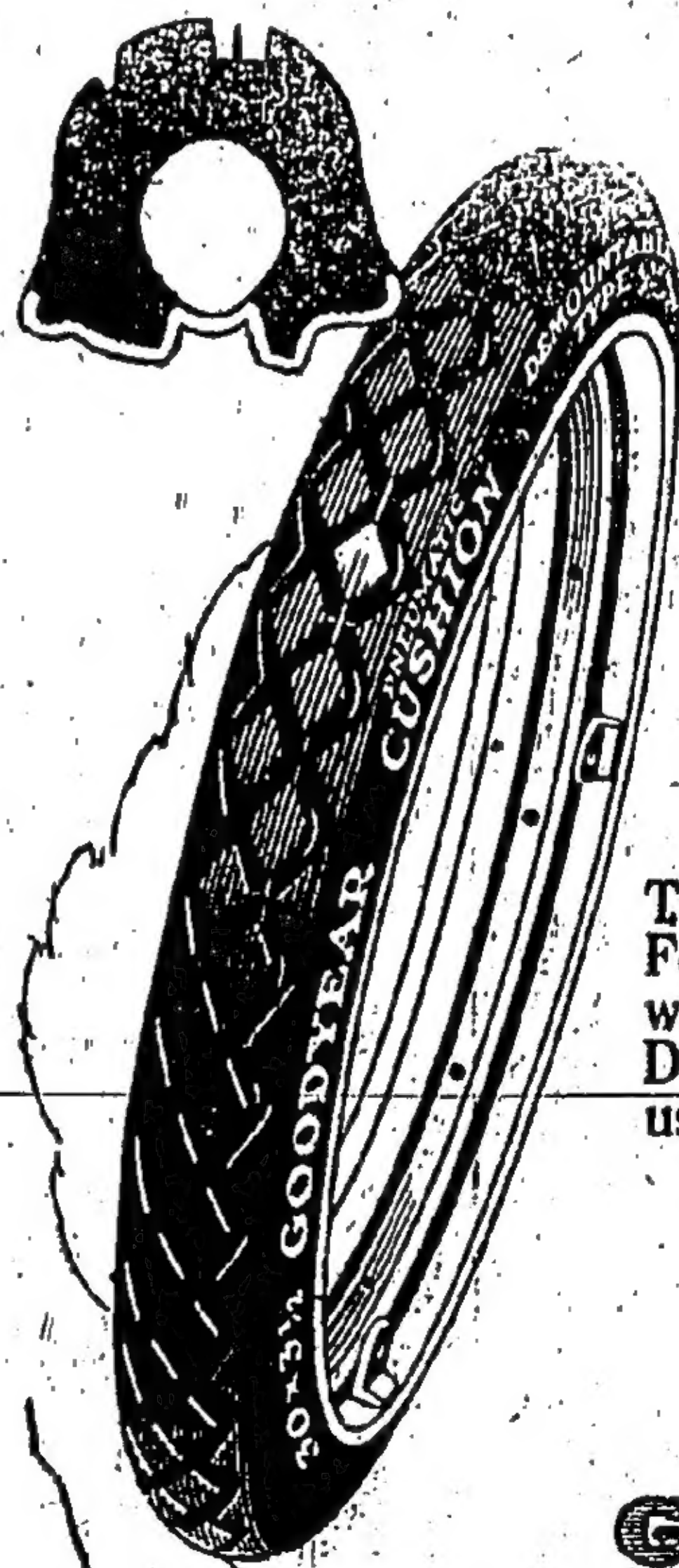
THE MACHINES THAT HAVE SCORED IN MANY MOTOR CYCLE RELIABILITY TRIALS ALL OVER THE WORLD



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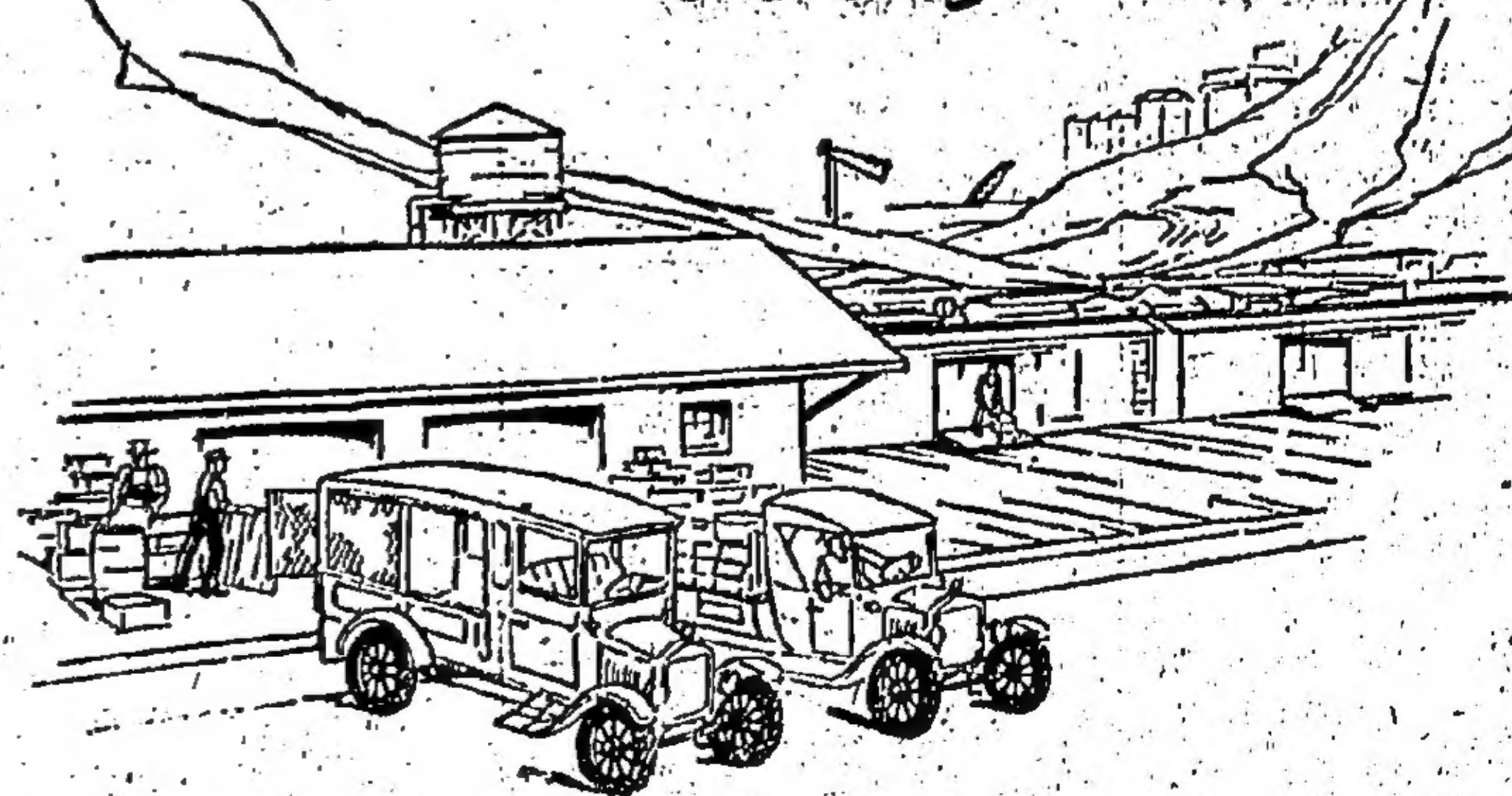
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GOODYEAR



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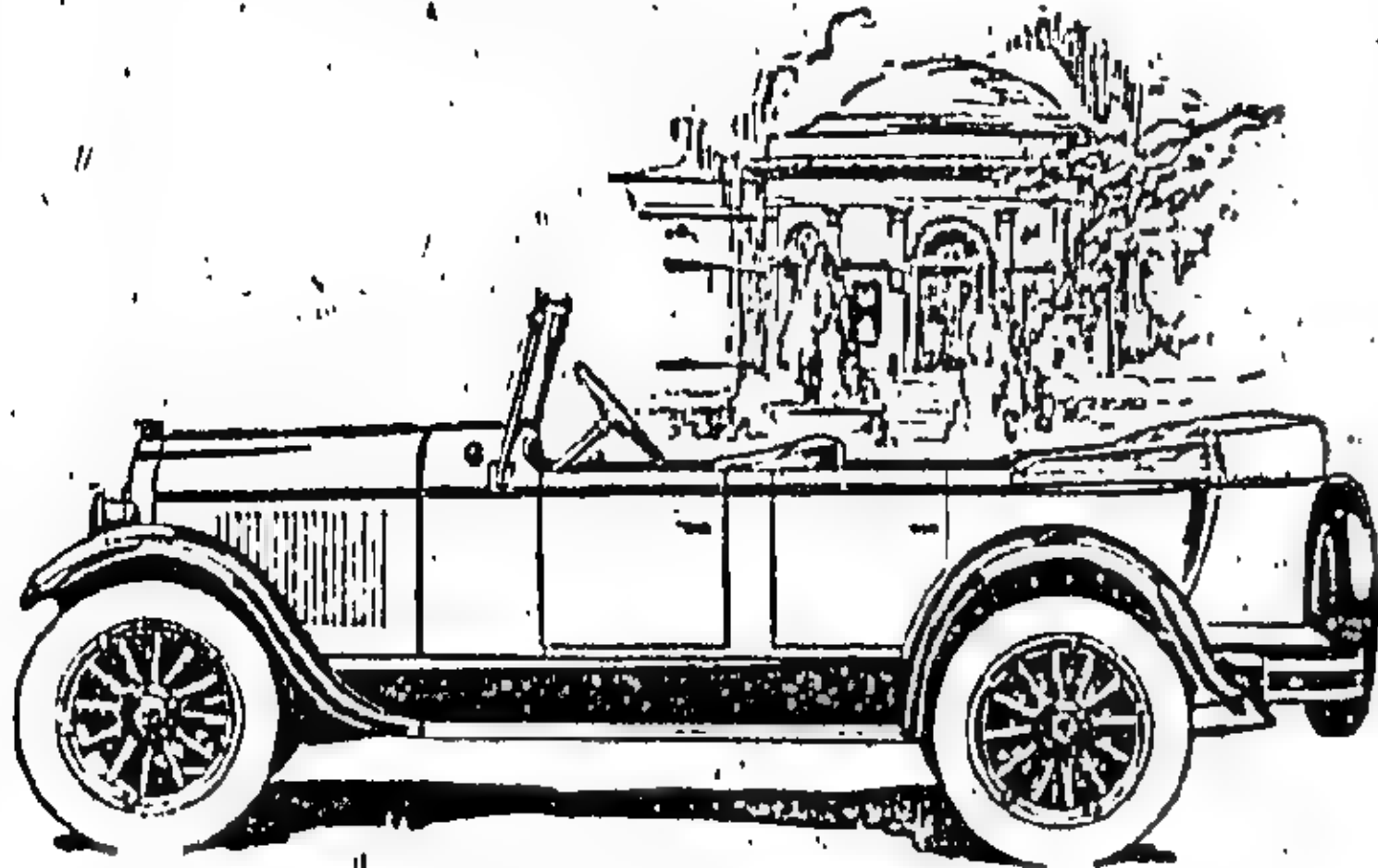
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PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster	4-seater	G\$1,175
Touring Car	5-seater	1,175
Sedan (2-door)	5-seater	1,250
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All prices subject to change without notice.

Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

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33 WONG NEI CHUNG ROAD, — HAPPY VALLEY.



ONLY TWO

Only two makes outsold Chrysler last year. These two have been in the business for nearly a quarter of a century. Chrysler has risen from 27th to 3rd Place in 4 years.

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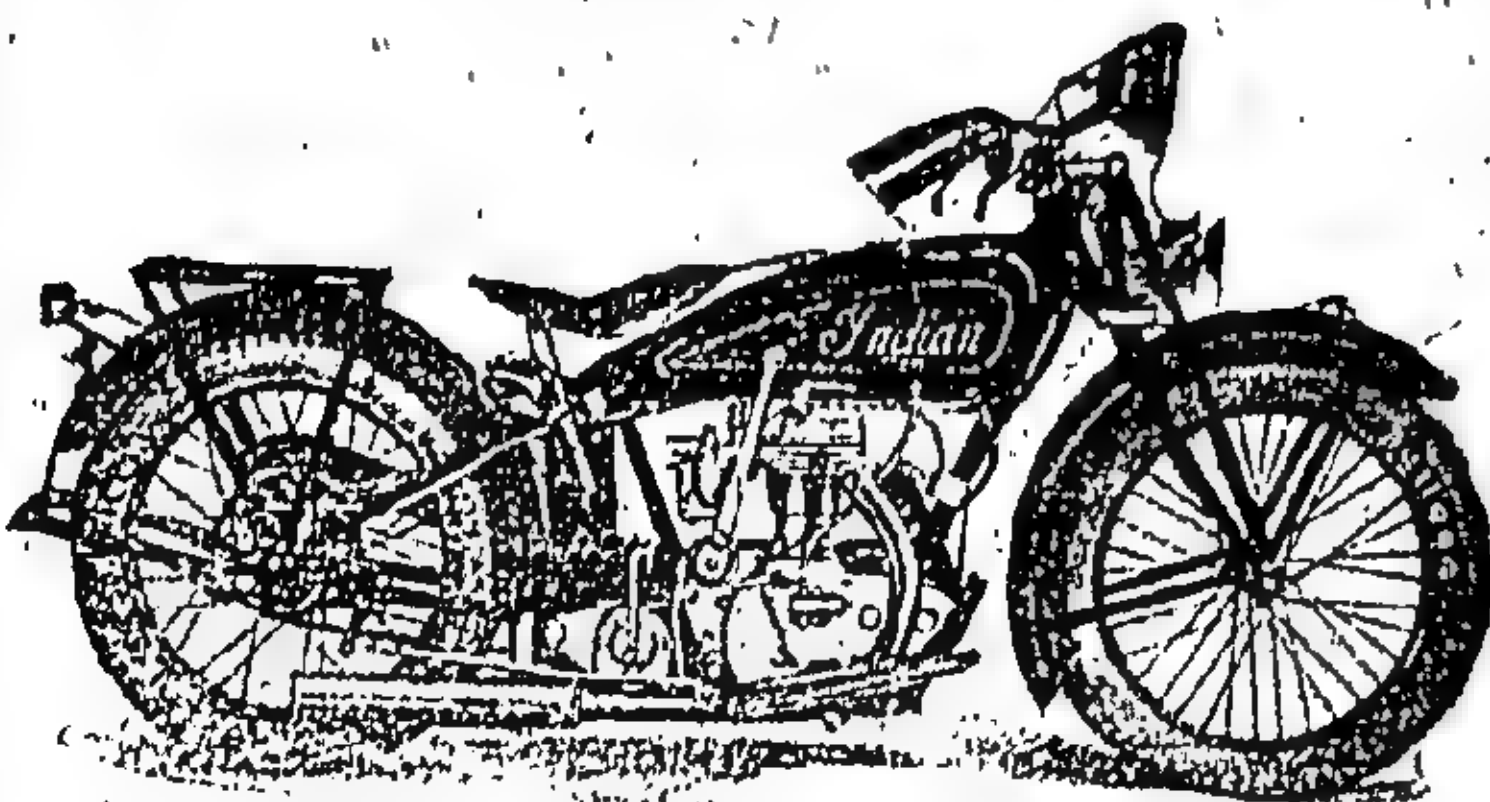
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1928 INDIAN PRINCE



ANOTHER SHIPMENT HAS ARRIVED
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PRINCE and SCOUT MODELS.

See them and be convinced of their
wonderful value.

"THE INDIAN FOR ENDURANCE"

Enquire about our Hire-Purchase System.

ALEX. ROSS & CO.

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MOTOR NEWS FROM GREAT BRITAIN.

[Special Report to The Hongkong Telegraph by R.A.C.]

London, Jan. 26.

An examination of the figures of British Motor Imports and Exports for 1927 shows that the total exports increased as compared with the previous year, which itself established a record total. It was during 1926 that British motor exports for the first time exceeded imports in number and value, the total of the former reaching 32,388 for private cars, commercial vehicles and chassis. Last year the total exports amounted to 35,696, the increase over the previous year representing a value of nearly £1,000,000. The margin of exports over imports was about £3,500,000.

The improvement shown, when taken in conjunction with the undoubted benefits to be expected from the visit of the Trade Delegation to Australia and New Zealand last year, gives grounds for the considered opinion that the future of the British motor industry in the Overseas markets is distinctly bright.

Turning now to the exports of Motor Cycles and Accessories, statistics recently published in *The Motor Cycle* show that these reached the record value of £3,059,917, an increase of nearly £450,000 over the returns of 1926. Curiously enough, while this represents an increase of 17 per cent., the value of the exports of Britain's chief competitor shows a decline of a similar amount. The author of the article referred to makes some very interesting computations. For instance, he suggests that the total value of motor cycles at present in use in Great Britain, based upon the extremely low valuation of £25 per machine, is no less than £16,000,000. Further, that on the assumption that every rider spends only one shilling a week, taking the average over the whole life of the machine, in replacing parts and accessories, then £1,700,000 is spent every year. Such figures go far to show that this prosperous industry is of great national importance.

Motor Cycles in 1928.

The opening date of the 1928 Cycle and Motor Cycle Show at Olympia, by the way, is the 5th November and the Show will remain open until the 10th. Last year's Show was not remarkable for any fundamental changes, the progress shown being mainly in the direction of increased efficiency coupled with greater convenience and comfort to the rider.

Thus, for instance, it has now come to be generally recognised that a steering damper is a valuable fitting, especially on a fast machine, and some makers surmount this as part of the standard specification. Four of the standard 1928 "Matchless" models are fitted with a built-in steering damper. This is not an attachment, but has been designed for the machine the actual friction surfaces being carried at the bottom of the steering head, with a neat control knob at the top, above the centre of the handlebar.

For the 1928 A. J. S. models greater efficiency is claimed, combined with the fact that the new engines are more robust, run cooler and are mechanically more silent than their predecessors. The cylinders and heads of the new models are thicker and have more radiating surface. Also, experience having shown the makers that plain bearings for standard work are superior to roller or ball bearings for the main shafts, all A. J. S. engines for this year, with the exception of the overhead camshaft models, have plain main bearings and roller big end bearings.

A novel form of saddle mounting has been adopted, the 1928 models employing three point suspension. The nose is hinged to the top frame tube, and the springs are attached to what is virtually an extension of the lower tank tube, so that no under-frame or seat pillar in the usual form is used, while the saddle position is lowered.

A Name Well Known Overseas.

The Douglas Works at Kingswood, near Bristol, have again been visited by a fire, which broke out in the plating shop. The fire brigade was on the scene before any very serious damage had been done, however, and though considerable inconvenience was caused it is satisfactory to learn that the output of machines will not be affected to any extent. Fortunately there is a second plating plant in the factory.

An interesting feature of these works, illustrating the modern methods of manufacture in force there, is the wide employment of "Strocco" fans for dust removal from grinding wheels and such like. Also, on the test beds where large numbers of engines are frequently undergoing trials

at a time, these fans are used for carrying away the fumes.

1927 was a very successful year for Douglas machines, which, among other successes, achieved the unique performance of winning the Team Prize in the Stock Machine Trial, the Scottish Six Days and the International Six Days.

The Development of Motor Transport.

It has now been decided that the Motor Transport Exhibition will not be held in London this year, but no doubt the various shows held in the Dominions will contain representative types from British factories. Undoubtedly last year's Exhibition made clear to the world the great progress effected by British manufacturers, not only in the design of vehicles for more or less normal use on satisfactory roads, but, equally, in respect of the production of vehicles capable of operating under the worst possible travelling conditions.

At the Show the new "Sentinel" six-wheeler made its first public appearance, and was at once acclaimed as a worthy product of the Shrewsbury works. In tests it has carried a load of 15 tons over 19 miles with a consumption of 1 cwt. of coal and about 1 pint of oil, while its handiness is demonstrated by the fact that it can be turned in a circle of 62 ft. diameter, and brought to rest from a speed of 12 m.p.h. under full load in 22 ft. on a wet road without sign of skidding. Among recent purchasers of this type are such firms as Messrs. Hovis, Ltd., and the Cement Marketing Co.

H.R.H. Reviews Progress.

H.R.H. The Prince of Wales must have had an interesting experience when he paid a visit to the works of the Albion Motor Car Co., Glasgow and was able to compare there the latest productions, such as the new rigid six-wheel model, or a street sprinkler awaiting shipment to Bermuda, for instance, with a 1902 dogcart which is still in running order.

A large proportion of the Albion output has always gone to Overseas markets, and there is still running in Johannesburg a model built about 1900 and fitted with tiller steering and solid tyres. At the date of its manufacture, it was of very advanced design, for it included magneto ignition, contained in the flywheel, live axle and float feed carburetter. The engine is a horizontally opposed twin of about 8 h.p. and still starts with extraordinary ease.

The longevity of these veterans says much for the quality of the original materials and workmanship. There is a 1904 Sunbeam, for instance, which its proud owner makes a point of driving to every Olympia Show from his Surrey home. It is apparently as reliable as when it originally left the works and will keep up a steady 28 to 30 m.p.h. for hours at a time. As the old car still has the open high-seated body, fashionable in 1904, its appearance is strange in these days, but that is all that can be said against it and the record of its mileage, if known, would be impressive as it is still used almost daily for business purposes.

Figures that Count.

A mileage of 104,000 miles since 1923 would be quite a large total for any car, but when it stands to the credit of a moderately priced small car in Australia, such a performance goes far towards demolishing the old parrot cry that the British car is unsuitable for Overseas conditions. The Morris Cowley in question is the property of a Sydney man who uses the car on business, averaging 80 miles a day and sometimes carrying very heavy loads in it. During the time he has had the car it has cost him £21. in repairs, including the cost of a complete overhaul.

To revert for a moment to the question of longevity, this is apparently not a monopoly of motor cars but is also enjoyed by marine engines of repute. In confirmation of this, there is in existence to-day a single cylinder unit of 4 h.p., built 20 years ago by the Alisa Craig Motor Co., which has passed triumphantly through a number of vicissitudes and yet still runs without a hitch in all weathers. Since 1920 it has been stalled in a 15 ft. boat, and during the war, when it was subjected to particularly hard work, it was sunk twice. Yet the only part worthy of note which it has been necessary to replace is the magneto.

Refinements in Coachwork.

Last year British coachwork scored a number of successes on the Continent in the face of keen competition. A Sedan Cabrio-

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For EVERY CLASS
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let by Hooper on a Rolls-Royce Phantom, for instance, gained the maximum number of points given to any car at the Biarritz Concours d'Elegance, and also the Grand Prix d'Honneur. At the Paris Salon, where Hooper and Co. exhibited for the first time, all the cars shown by them were sold before the end of the show and a large number of orders booked.

Incidentally, King George's two Hooper Limousines, which are always used on State occasions, are being fitted with the Daimler Double Six engine.

At the time of writing the full details of the Monte Carlo Rally are not yet available but it is known that the much travelled A.C. Acedes, of the Hon. Mrs. Victor Bruce, driven from Stockholm, acquitted itself well, carrying off the Coupe de Regularite, besides being 5th in the Rally and gaining 3rd place in the 1,500 cc. class at the Mont des Mules hill climb. The Acedes fabric saloon always attracts a great deal of attention owing to its smart appearance even after long distance journeys. A wash down with ordinary soap and water makes the finish look like new, so that it is not surprising that the firm are now building open models with fabric covered bodies.

Standard cars have for long enjoyed a very high reputation for enterprise in their body work and the 1928 models bid fair to enhance it. The "Stalite" opening head for saloons is a case in point. When closed the car so fitted is practically indistinguishable from the ordinary saloon, except for a narrow strip of bending running over the top of the body, but when it is desired to enjoy the advantages of an open car, it is only necessary to loosen two winged nuts, release two catches and swing the head back, where it can be secured in position. Severe tests have proved this opening head to be very durable, and there is no doubt that it will prove very popular.

Making Night Driving a Pleasure. With the modern reliable electrical equipment, night driving has lost all its terrors. Indeed, it is sometimes preferable to driving by day, thanks to the greater freedom from traffic congestion. Leading electrical accessory manufacturers, however, continue to make the motorist's life an even easier one by introducing various refinements.

Quite recently, as the outcome of numerous conferences, the "light centre length" of headlight

lamps has been standardised. This refers to the accurate location of the filament in the bulb, and means that the difficulties of correct focussing have been reduced to a minimum. Thus, all Osram headlight lamps made to the official specification are marked "BAS" (British Automobile Standards), and once motorists have focussed their headlights to suit these lamps, and so long as they use them, there will be practically no need to alter the adjustment.

Again, the Lucas Dipping Reflector is an effective, yet inexpensive, method of solving the dazzle nuisance, and is being widely adopted. When the reflector is dipped the beam is thrown downwards and deflected towards the left, so that it is turned away from the eyes of a driver in an oncoming car and illuminates, most usefully, a strip along the near side of the road ahead. The dipping action is controlled very simply by a pneumatic device in which a plunger, mounted in any handy position for the driver, operates the movement of the reflector. The lamps themselves are, of course, not moved, only the reflectors inside being affected.

WHERE MOST GET
HURT.

Of the 485 motor vehicle fatalities in New York City during 1926, 274, or more than one-half, happened on crossings of avenues where surface cars operate.

DIRTY NUMBER PLATES.

Reasonable Precautions
a Good Defence.

At the Hampstead Police Court the Automobile Association has just successfully defended a member who was charged with failing to keep his rear number plate clean. The allegation of the Police was that the number was not easily distinguishable as the plate was covered with dry mud, and that defendant was, therefore, clearly guilty of a breach of the law.

The A. A. solicitors argued on behalf of the motorist, that the whole trouble was due to the fact that defendant had passed over some very muddy roads, and that, as all reasonable precautions had been taken, the defendant had done everything that could be expected of him in order to comply with the law.

The Bench accepted this argument and dismissed the summons.

GAS REVENUE BIG.

Four billion gallons of gasoline, consumed by states levying gas tax, brought the U. S. Government a \$100,000,000 revenue for the first six months of 1927.

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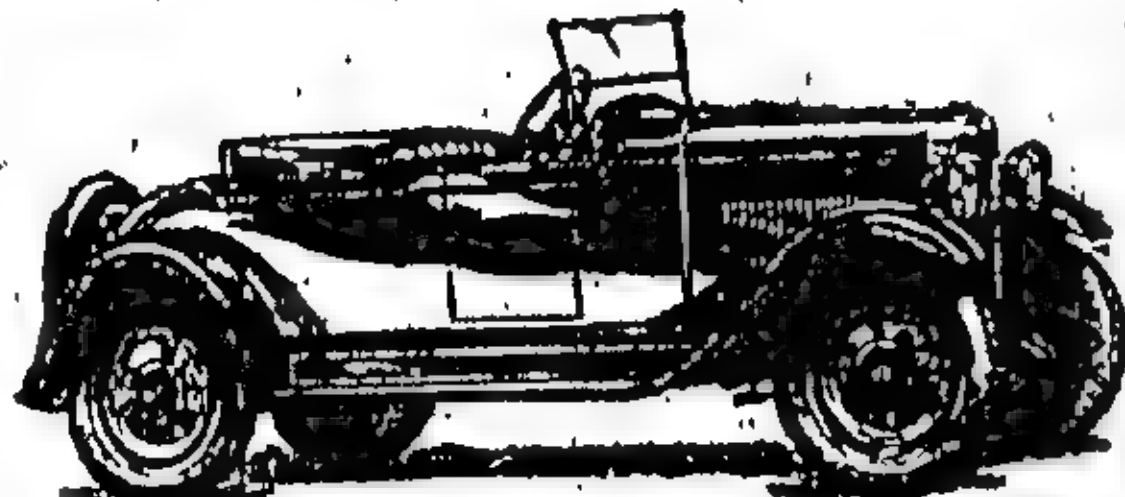
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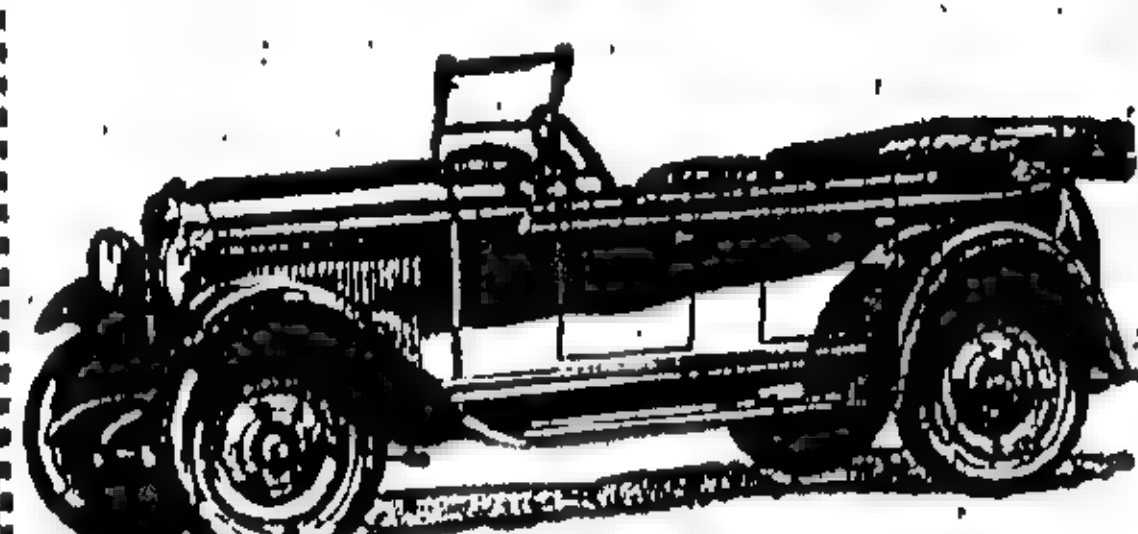
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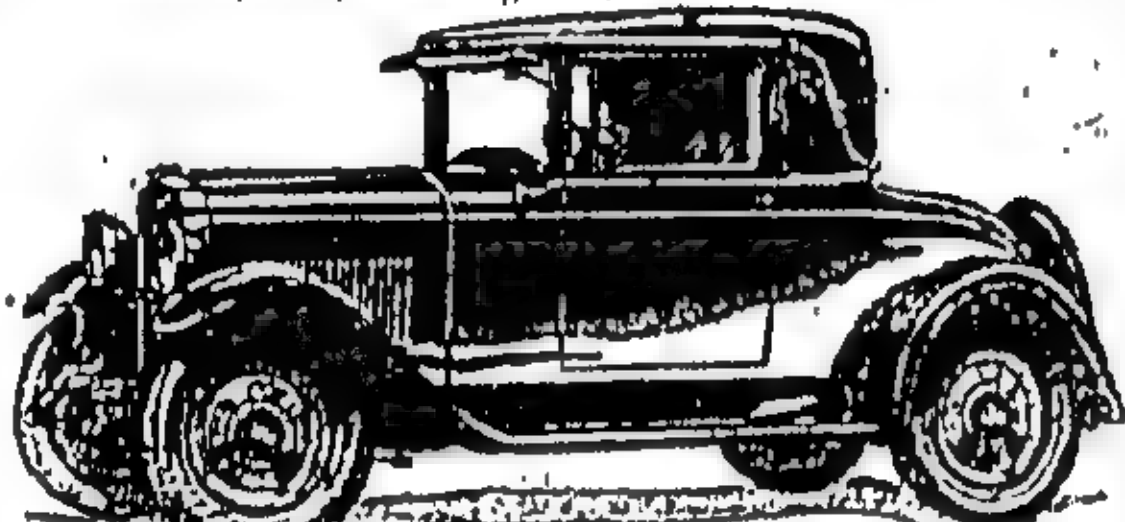
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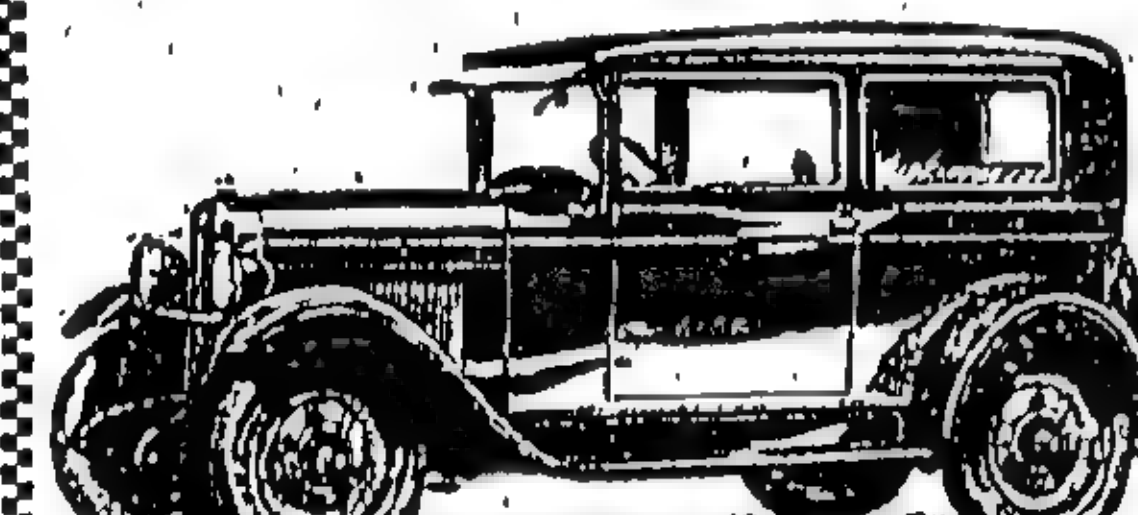
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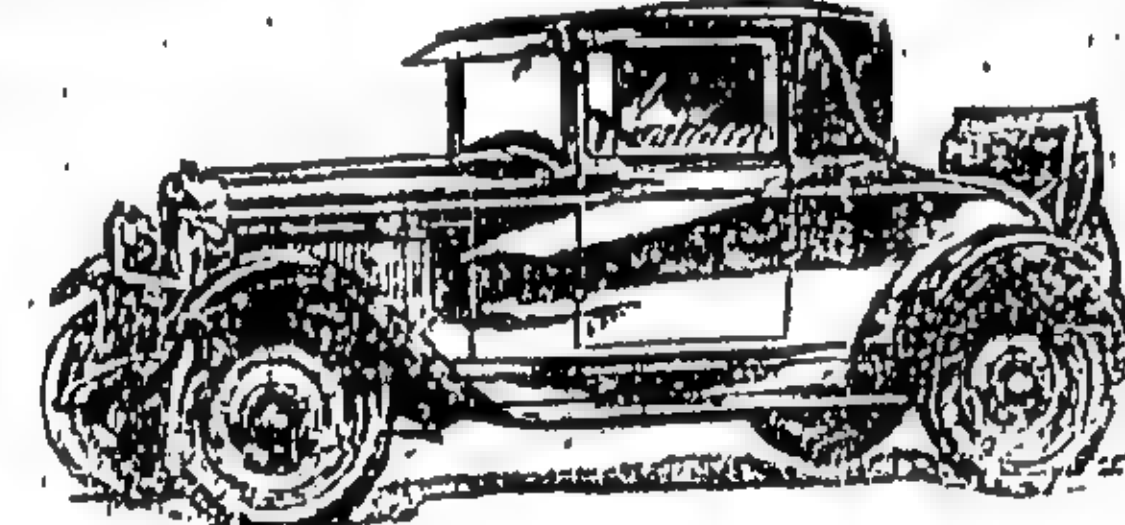
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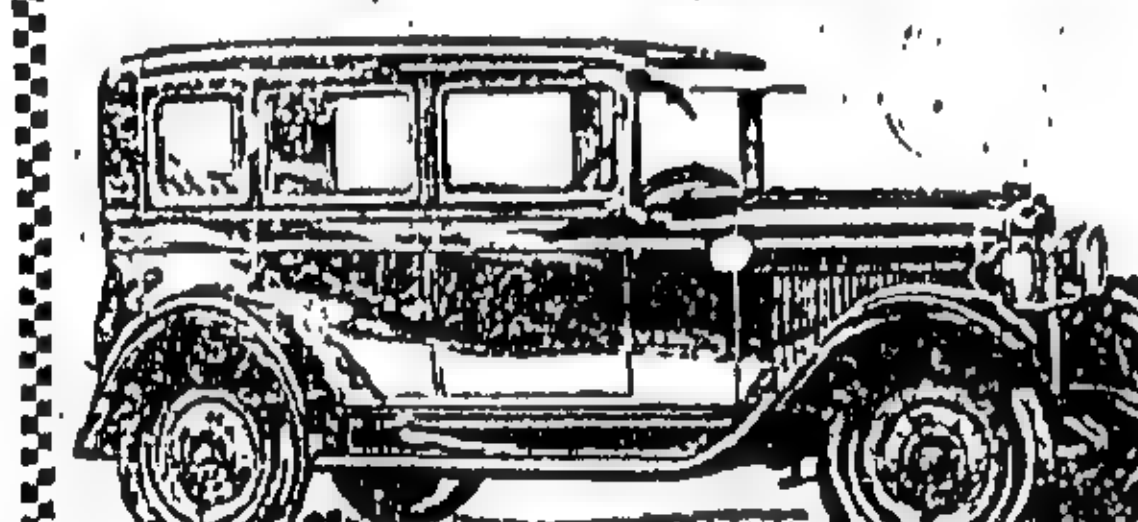
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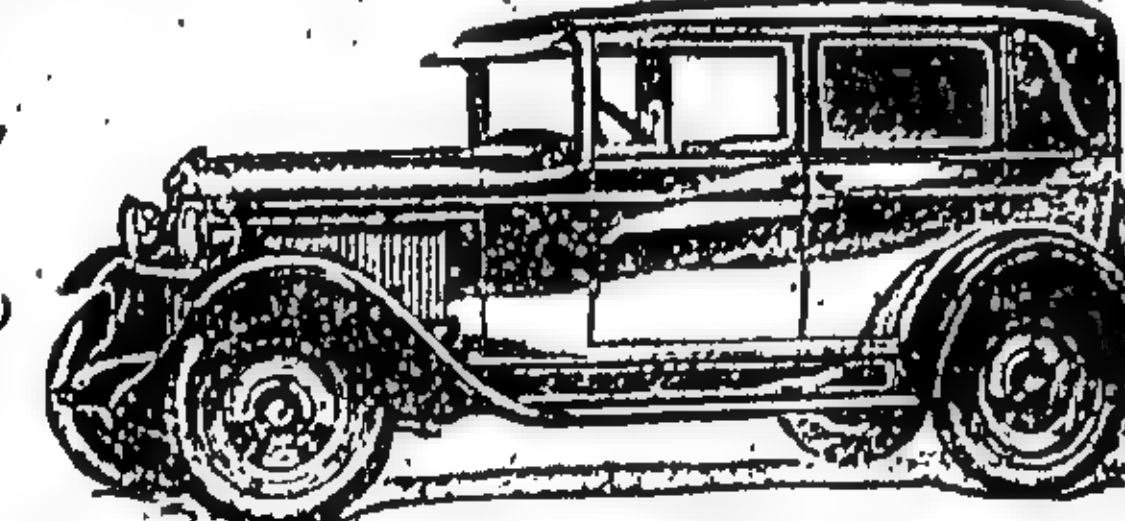
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ABANDON OLD CARS.

More than 200 automobiles and motor trucks are abandoned on New York streets every year. These are worn-out cars, the valuable parts removed, and left for city disposal.

AUTOS LEAD PHONES.

Such is the popularity and necessity of the motor car that it leads the telephone in number, there being 19,237,171 autos in the U. S. in use against 17,746,168 telephones.

TAXIS STRANDED IN FLOOD.



This picture of the recent London flood disaster, was taken four hundred yards from the river. Scores of taxicabs were stranded.

DOCTORING THE MOTOR-CYCLE.

Troubles That Baffle the Expert.

Not all minor motor-cycling troubles are electrical in their origin, though the long-suffering components which are responsible for the spark are blamed for nearly everything—especially when the cause is baffling.

The arrangements by which a properly atomised mist of petrol and air is fed to the engine are so simple and efficient that we are apt to take their working for granted. Yet, like everything else mechanical, they are to some small extent liable to derangement through neglect or simple mischance.

Intermittent misfiring is difficult to diagnose. It may be merely an oily sparking-plug, or an electrical connexion which has worked loose, or an ailing magneto. Sometimes the fact that it ceases when the engine is "revved up" may confirm you in this impression, as at higher rates of speed the spark is naturally stronger.

Ingenious Diagnosis. But the most ingenious diagnosis may prove to be wrong. The majority of mechanics, however expert, will admit—if they are honest—that at one time or another they have gone so far as to remove and test the magneto when the fault ultimately proved to have nothing to do with the spark at all.

Though some men have an uncanny ability for going straight to the root of the trouble, however obscure and misleading, the dead certain method of diagnosis does not exist. Long experience tempts me to say that if you are sure it is carburation suspect electrical trouble, and vice versa.

Slow and sure methods of analysis seem to pay best and by the time you have carried them to a logical end you will have learned some new thing—which is one reason why motor cycling is such a perpetually fascinating hobby, apart from being a sport. You can never "know it all" even if you have ridden for a quarter of a century your 1928 mount will spring some totally new surprise.

The Choked Jet. If there is a really lively spark at the plug points it will probably (though not certainly) fire the mixture under compression, so it is best to look elsewhere.

If the engine does not start at all look for a choked jet, dirt, or water (the last very elusive) rising and falling in jet, dirt in the passage from the float chamber to the jet (or quite possibly water), a choked petrol pipe, or petrol filter. If the carburettor floods quite freely try the jet first. If it does not, this gives you a clear indication that there is something wrong between the tank and the float chamber.

Moving Obstructions.

Should the engine peter out after flooding there may be an air lock (due to the lack of an air release in the filler cap or else to air trapped in the coils of the petrol pipe), choked vent hole in the tickler button, some moving obstruction in the petrol pipe (blow through it from both ends), flooding (punctured boat, bent needle, or dirt on needle seat), much too weak a mixture, very bad spirit, or an empty or nearly empty tank. All this presupposes that the valves are working properly and the petrol really is turned on.

Misfiring, due to water in the carburettor is nearly always accompanied by loud banging noises from the "silencer." Too weak a

THE GEAR LEVER.

Central v. Side Position.

One of the minor points about car control arrangement concerns the position of the gear shift lever. Side or central control is a question which affects the driver in more or less degree, according to his particular idiosyncrasies. There are quite a number of the older brigade—the men who started their motor usage on the old Panhard type of vehicle—who will always plump for the right-hand control of the gears. They have become accustomed to the position, and they have acquired the "sense" of the feel for the gear by the right hand. But many things have changed since those early days, and to-day we have centralised and side control, pretty evenly divided in the choice of the designer and manufacturer.

Gear changing in the early days was something of a business. It required force as well as skill and "feel." To-day the practised driver can flick over the gear lever without trouble, or strain and a left-hand operation is as easy as a right-hand one. Probably what has made the central control so popular is the fact that cars could be built with it, and require no alteration to this important part, and yet have the option of left or right hand steering—the former necessary in some countries. This consideration undoubtedly operated in the case of many of the big manufacturers, for in mass production it is essential to keep down to the minimum any alterations in construction and choice.

The great advantage of the central gear shift is it is only one of the many advantages—lies in the fact that the change lever is right on top of its job. It is not likely to suffer from sticking or straining, as is so often the case with the right-hand control when in the hands of users who do not take the trouble to keep it in proper order as to lubrication, cleanliness, and adjustment. Being directly pivoted in the gear box, and directly above the selector bars, which it has to select and control, it renders gear changing much more rapid and certain. Mechanically, it is the direct method—and direct methods are always the best in any piece of mechanism.

Another feature in these days of car comfort and convenience is one which is important from the point of view of the driver and his passengers, and that is the greater accessibility to the car which the central lever allows. Easy entrance to the driver's seat is afforded by the central position, and he can enter and leave his seat with the minimum of discomfort to himself and his passengers, and with the maximum of celerity—sometimes an important consideration. From the mechanical point of view it has the decided advantage of eliminating any disarrangement or binding which might be caused by a whipping chassis, and, in the case of the body-builder and his design arrangements, it undoubtedly eliminates one of the troubles which assail him in the lay-out of his body design.

mixture causes popping back in the carburettor, and is cured by fitting a large jet. The symptoms of flooding are obvious.

None of these small ailments is so complicated as description on paper may make it seem. They are fairly numerous, however, so do not blame yourself if you cannot find a trouble at once. We have all been fooled in our time, and will be again.

NEW USE FOR STRIPS OF METAL.

Now Used to Make Stronger Cars.

It is now possible to build lighter, stronger, and cheaper motor-cars from thin strips of metal welded together than from bar steel.

Many have come to look upon solid steel as the last word in strength and durability. Yet the sheet metal car is an accomplished fact, and one has only to see the 10-h.p. Ascot car, made under the Fejer patents, to appreciate how well it has been done, and without in any way changing the outward appearance of the vehicle or deviating from the conventional methods of operation.

It is claimed that if we are to have the much-talked-of £100 car, this is one of the surest ways to it on account of the very low price of the material employed, and also because a good deal of the work can be done by unskilled labour, due to press work, which is the simplest of all ways of shaping things.

Excepting such items as the crankshaft, connecting rods, and all the shafts and gears which constitute the transmission system, shallow steel pressings worked cool are used in place of the numerous drop stampings, drop forgings, and deep pressings and castings which go to make up a motor chassis.

Built in London.

Drop forgings cost anything from 4d. per lb. upwards, aluminium pressings from about 1s. 6d. per lb. and malleable iron castings from 6d. per lb., all of which represent a considerable proportion of the total material cost for a car.

In place of the high-priced materials, rolled low carbon sheet steel is used, which costs something less than 3s. 4d. per lb.

The Ascot car is being built in London by a British company and will sell complete for £125, including four-wheel brakes.

It is no midge, but a comfortable and gracefully designed four-seater, with a wheel base of 9 feet and track of 4 feet 2 inches.

The system is the invention of a Hungarian engineer, M. Eugene Fejer. The original car was put on the Brooklands tracks, where it fulfilled all the conditions in the matter of speed, petrol consumption and gradient tests.

Extensive Tests.

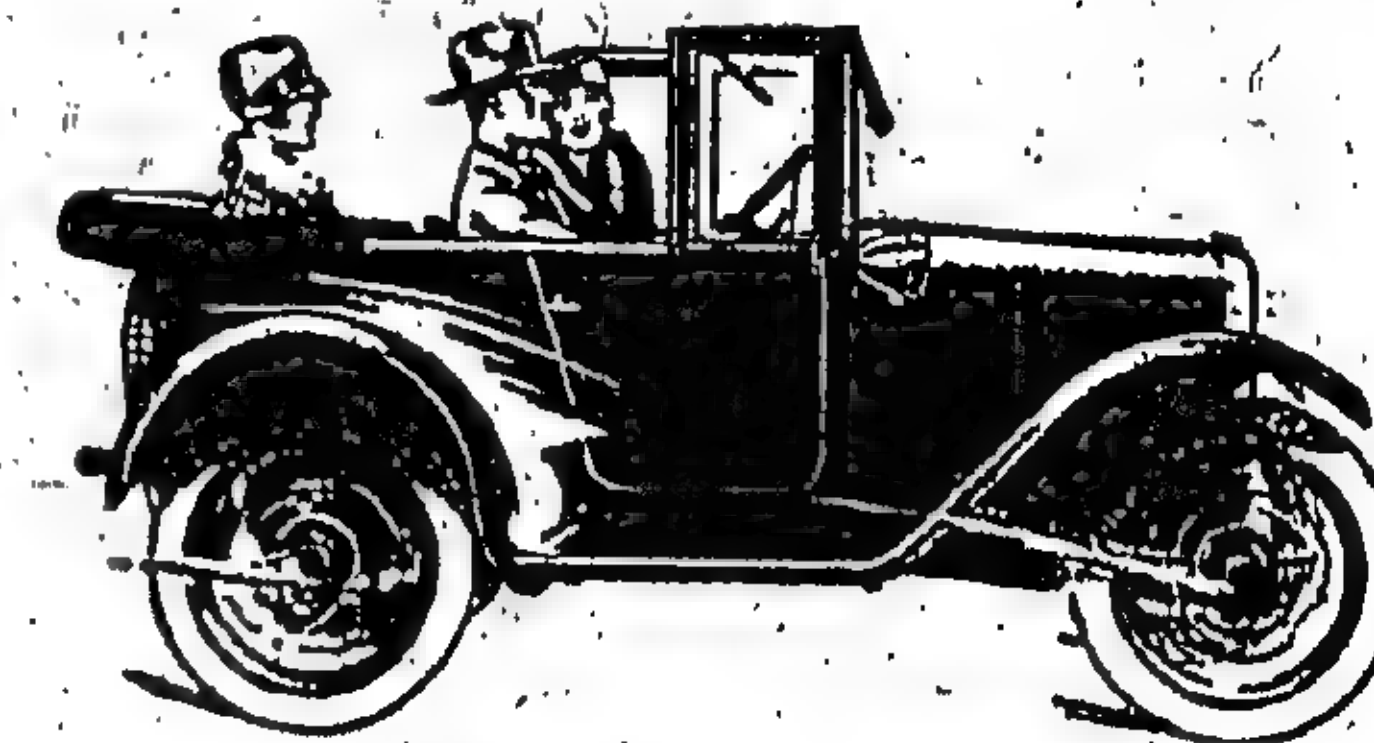
Since then British engineers have been at work on new models, but though several have been built and submitted to a number of road tests between London and Glasgow, during which the vehicles averaged 51 miles to the gallon of motor spirit, it will be some considerable time before the production model is put on the market.

The engine is a four cylinder with a bore and stroke of 63 and 100 mm., giving a capacity of 1,271.

High maximum speed is not aimed at, being fixed at 40 m.p.h.—though it can be pushed up much higher when required, and acceleration is assisted by the very considerable saving of weight, amounting in the present type to about 400 lb. compared with a conventional design of the same size and power.

For 1928

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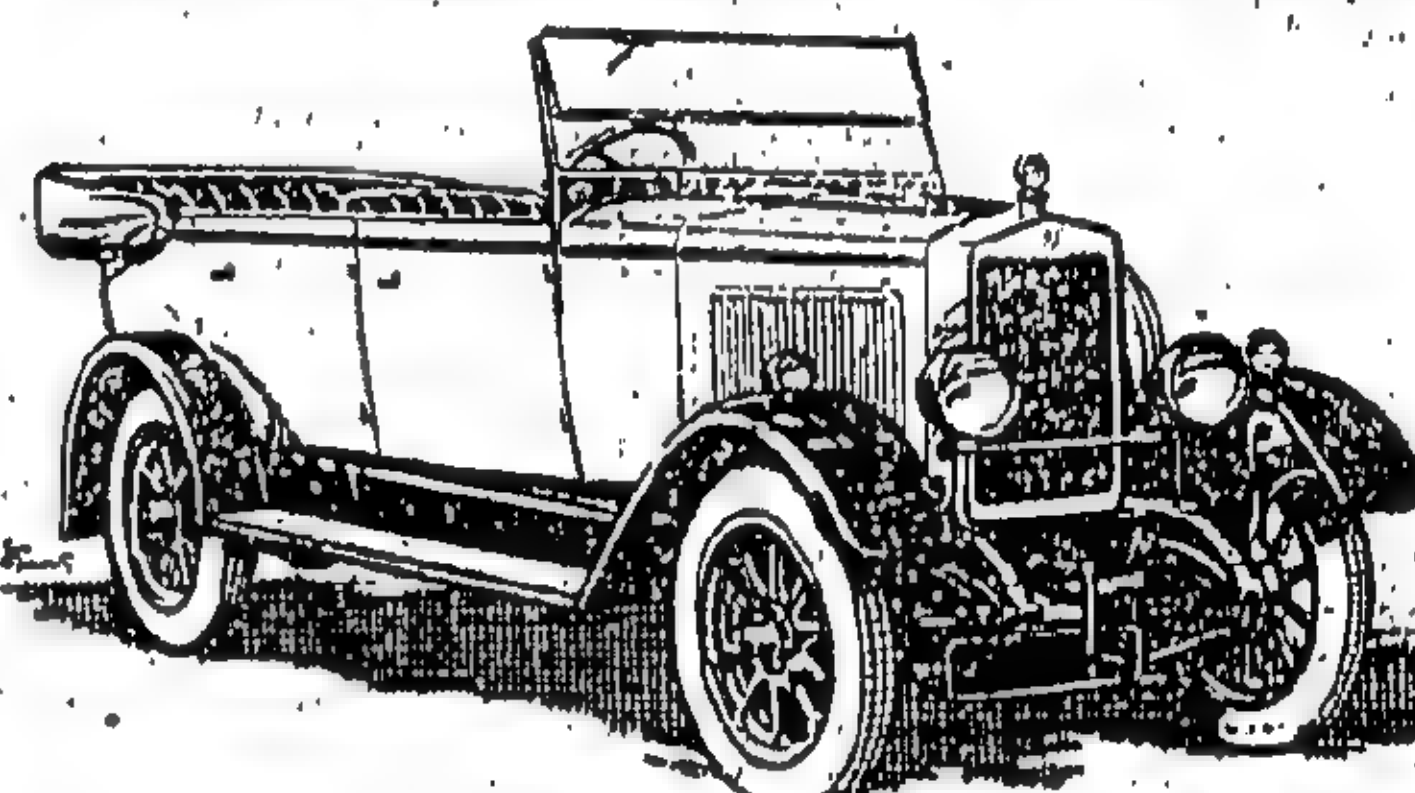
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MORRIS-COWLEY 11.0 H.P.

48" TRACK—105" WHEELBASE.

ROADSTER	4 Seater	£153	£180	£ 5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR		168	200	—
STANDARD VAN		165	200	—

MORRIS-OXFORD 11.9 H.P.

48" TRACK—106" WHEELBASE.

TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—

MORRIS-OXFORD 13.9 H.P.

48" TRACK—106" WHEELBASE.

ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—

MORRIS-OXFORD 15.9 H.P.

58" TRACK—114" WHEELBASE.

TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—

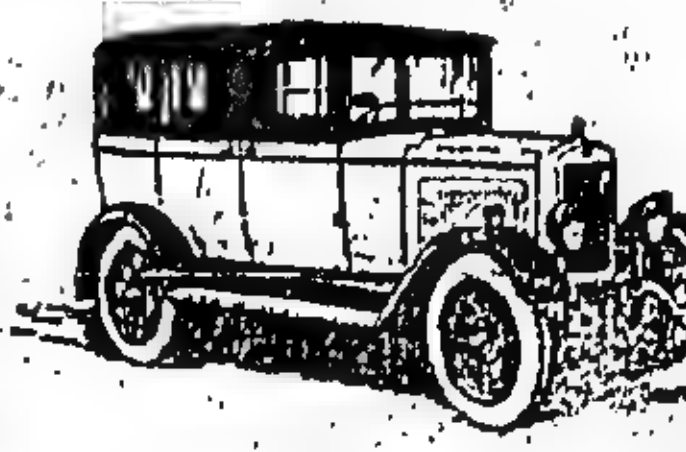
MORRIS LIGHT SIX 17.7 H.P.

2408 c.c.—Approx. 2 1/2 litres.

TOURING	5 Seater	320	360	—
SALOON	5 Seater	350	405	—

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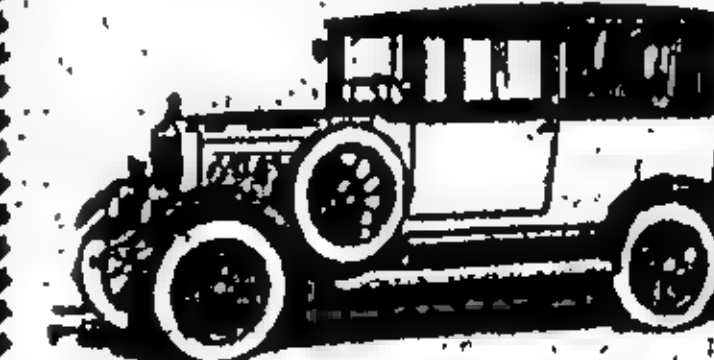


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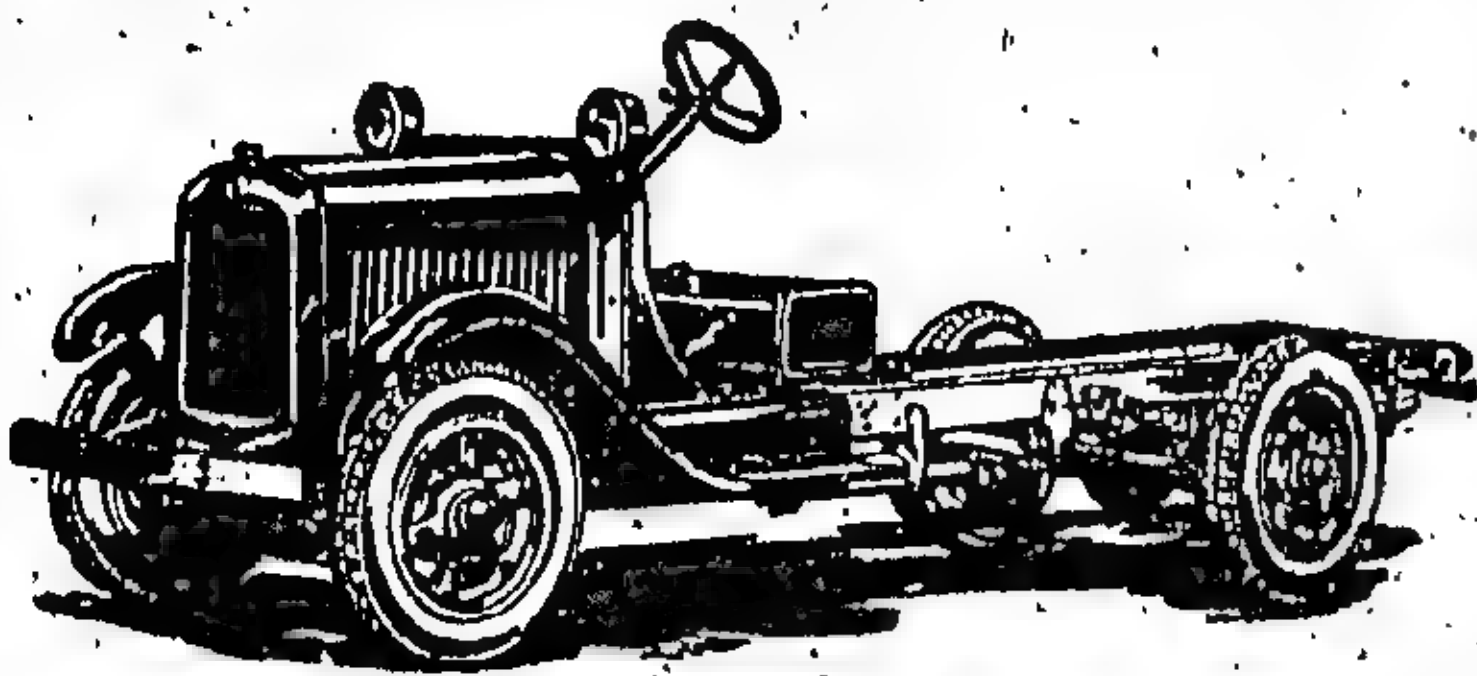
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Type T-40 Trucks are powered with the famous Buick Master Six valve-in-head motor—six $3\frac{1}{2}$ " by $4\frac{1}{4}$ " Cylinders—274 cubic inches piston displacement—R.A.C. Rating 20.40 H.P.—develops 61 H.P. at 2,000 R.P.M.—77 H.P. at 2,800 R.P.M.—20" wheels—front tyres 32 x 6 Pneumatic—rear tyres 34 x 7 Pneumatic (Standard)—rear 32 x 6 Dual Pneumatic optional at extra cost—four-wheel brakes—605 square inches braking area. These Model T-40 Trucks have a maximum payload capacity of 5,500 pounds and are available in the following chassis models:

T-40-T Tractor 123" wheelbase	G\$2,325
T-40-A chassis 136" wheelbase	G\$2,265
T-40-B chassis 150" wheelbase	G\$2,285
T-40-C chassis 162" wheelbase	G\$2,300
T-40-D chassis 175" wheelbase	G\$2,390
T-40-E chassis 188" wheelbase	G\$2,440

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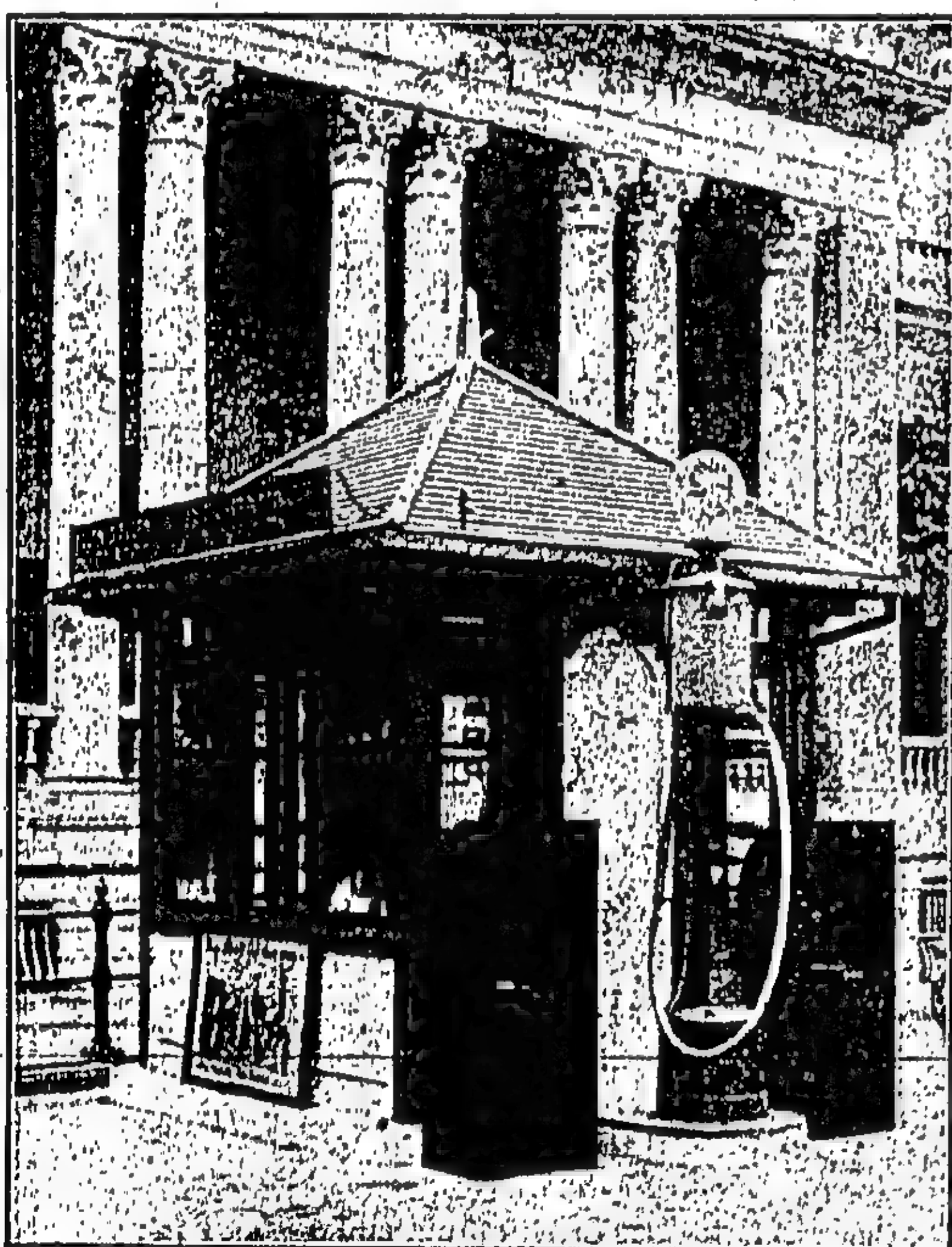
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HINTS
FOR THE
MOTORIST
BY
ALBERT L. CLOUGH

THE ALL-STEEL BODY.

Although sheet steel has for long been generally used for doors and panels and otherwise as the external material of open and closed bodies, the use of wood has heretofore been adhered to for the sills, posts and the frame in general, so that the salient characteristic of the all steel body is that its structural elements are of steel as well as its exterior part.

A Logical Development.

Displacement of wood by steel in such constructions as bridges, buildings, and rail-car bodies, where strength, lightness and reduction of bulk are of vital importance, has been so rapid in the past, that it is only natural that this movement should eventually extend to motor car bodies especially of the closed type, and therefore the recent introduction of bodies, constructed of steel exclusively, seems perfectly logical.

Steel Inherently Stronger.

Chief among the arguments for steel framing for bodies, is that because of the much greater strength of the steel sections used for this purpose, all structural members can be made of very small sections as compared with those of adequate wooden members and still be far stronger and no heavier and, furthermore, that as the joints between steel frame members are made by riveting and welding and may be readily reinforced; they are very much stronger than the tenoned, glued and screwed joints of wood structural parts and maintain their rigidity better, as metal is not subject to shrinking and cracking.

Stronger and Safer Bodies.

With the closed body in preponderating use, its resistance to the effects of collisions and overturns has become one of the important safety considerations and it is claimed that a properly constructed all steel body is not only far more likely to survive such accidents undamaged, but that in case damage is sustained, it is much less likely to cause injury to passengers because of the ability of steel to bend rather than to fail completely.

Less Obstruction of Vision.

The fact that metal supporting members are of small cross section as compared with wooden ones of equal strength is of importance in that much narrower roof supports can be used in the all-steel closed body, thus not only reducing the "blind spots" which hamper the operator in driving safely, but to some extent enlarging the outlook of the passengers. Slightly more passenger space also results from the smaller bulk of the structural members.

Less Likelihood of Loosening Up.

Because of the fact that the welded, riveted and flanged joints between metal body members can be made more permanently secure than the jointings of wood framing, it is claimed that relative movement between parts of the body is absent and that the squeaking and creaking noises, which these slight motions cause, are done away with.

Wants a Quieter Muffler.

Question.—My 1924 car, like all other cars of this make, "chugs" too loudly. Could this

exhaust noise be reduced by installing a muffler from a larger car?

Answer.—Exhaust noise from four-cylinder cars is almost necessarily somewhat more noticeable than that from cars with six or eight cylinders but you can probably quiet your engine's exhaust somewhat by installing a different muffler. Practically all muffler manufacturers furnish mufflers and attachment fittings which are adapted to this make of car, and if you specify that you are particular as to securing silence, we believe that almost any one of them would furnish you something satisfactory. You may find several makes of mufflers represented by dealers in your city, who will be glad to take up this matter with you. We are, however, sending you the addresses of several muffler makers, under separate cover.

Improving Fan Action.

Question.—The radiator fan on my car has four blades. Would its cooling effect be increased if two more blades were added to it by welding? Would such a change cause any trouble?

Answer.—We do not think that the additional blades would give you any more cooling effect and the attachment of the blades, by welding and without riveting, would not be very safe. The running balance of a fan with unsymmetrically disposed blades could hardly prove satisfactory. You can probably add to the cooling action of this fan by bending the blades so that they make a slightly greater angle with the air to be moved, but they will all have to be bent by an equal amount, or vibration will be likely to occur. However, if care is taken the running balance should not be affected. We suppose that the belt is properly tight and that the radiator core is clean externally, as well as internally.

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Hon. Secretary.

P. O. Box 116.

DOPE.

Beware of Fakes.

Motorists would be well advised to look askance at elaborate claims which have been made for "dope electrolytes." They might also, with benefit, avoid another class of freak preparation—"petrol dopes." There are a variety of these "sure-fire" and "money-saver" mixtures on the market, but, without investigating their chemical content, they are better taken with a grain of salt than with a gallon of petrol. Just as "dope electrolytes" dejected in America, so did petrol savers follow in great volume. The value of these tablets and powders must be obvious. Had the preparations possessed any merit, the oil companies would be only too keen to obtain patents for their exclusive use. Every large oil refinery aims to obtain a reputation for producing a spirit which will show economy in running in cold figures. What motorist would refuse a petrol from which he was certain of extracting two or three more miles per gallon?

Many of these pellets and tablets are the subject of such lavish claims that no thinking motorist would be tempted to give them a trial. In the case of one preparation costing about 5/- for a box of 12 pellets, it is recommended that one pellet should be added to every four gallons of petrol. It is claimed that the addition of this tablet, costing about 5d., will make four gallons give the mileage of six. The claim is too absurd to interest anybody who cares to calculate the huge saving which is promised for use of a few grains of carbon, naphthalene, and other cheap constituents. In some cases these preparations are made for a few pence, and sold for as many shillings.

It is sometimes claimed that the continued use of these dopes permits a reduction in the size of the carburettor jet. Alternatively the motorist is advised to fit a smaller jet before using the preparation. He naturally obtains an increased mileage. This he may attribute largely to the dope, forgetting that he has sacrificed considerable power and acceleration. The smaller jet suggestion is just a little deception which may result in an undeserved tribute to the dope.

PACKARD SINGLE SIX MOTOR CARRIAGES.

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.

Runabout	2-seater	G\$2,695
Phaeton	5-seater	G\$2,695
Sedan	5-seater	G\$2,805
Coupe	2-seater	G\$2,870
Convertible Coupe	2-seater	G\$2,945

Model 533—Single Six—133-inch wheelbase.

Runabout	2-seater	G\$2,815
Phaeton	5-seater	G\$2,815
Touring	7-seater	G\$2,915
Coupe	4-seater	G\$3,220
Club Sedan	5-seater	G\$3,220
Sedan	7-seater	G\$3,235
Sedan Limousine	7-seater	G\$3,335

PACKARD CUSTOM EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 445—Straight Eight—143-inch wheelbase.

Runabout	2-seater	G\$4,365
Phaeton	5-seater	G\$4,365
Touring	7-seater	G\$4,465
Coupe	2-seater	G\$4,770
Convertible Coupe	2-seater	G\$4,870
Coupe	4-seater	G\$5,075
Club Sedan	5-seater	G\$5,075
Sedan	7-seater	G\$5,075
Sedan Limousine	7-seater	G\$5,175

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Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

One of these tablet preparations, which has been extensively sold in England, has been analysed. The composition of the tablet was: Fine carbon, 8.84 per cent; heavy mineral oil, 86.52 per cent; naphthalene, 59.54 per cent.

MOST FROM U.S.

Of the 18,155 automobiles shipped into Brazil the first six months of 1927, 17,967 were from the United States.

Studebaker

HONGKONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

CAR SALES

SERVICE

ACCESSORIES

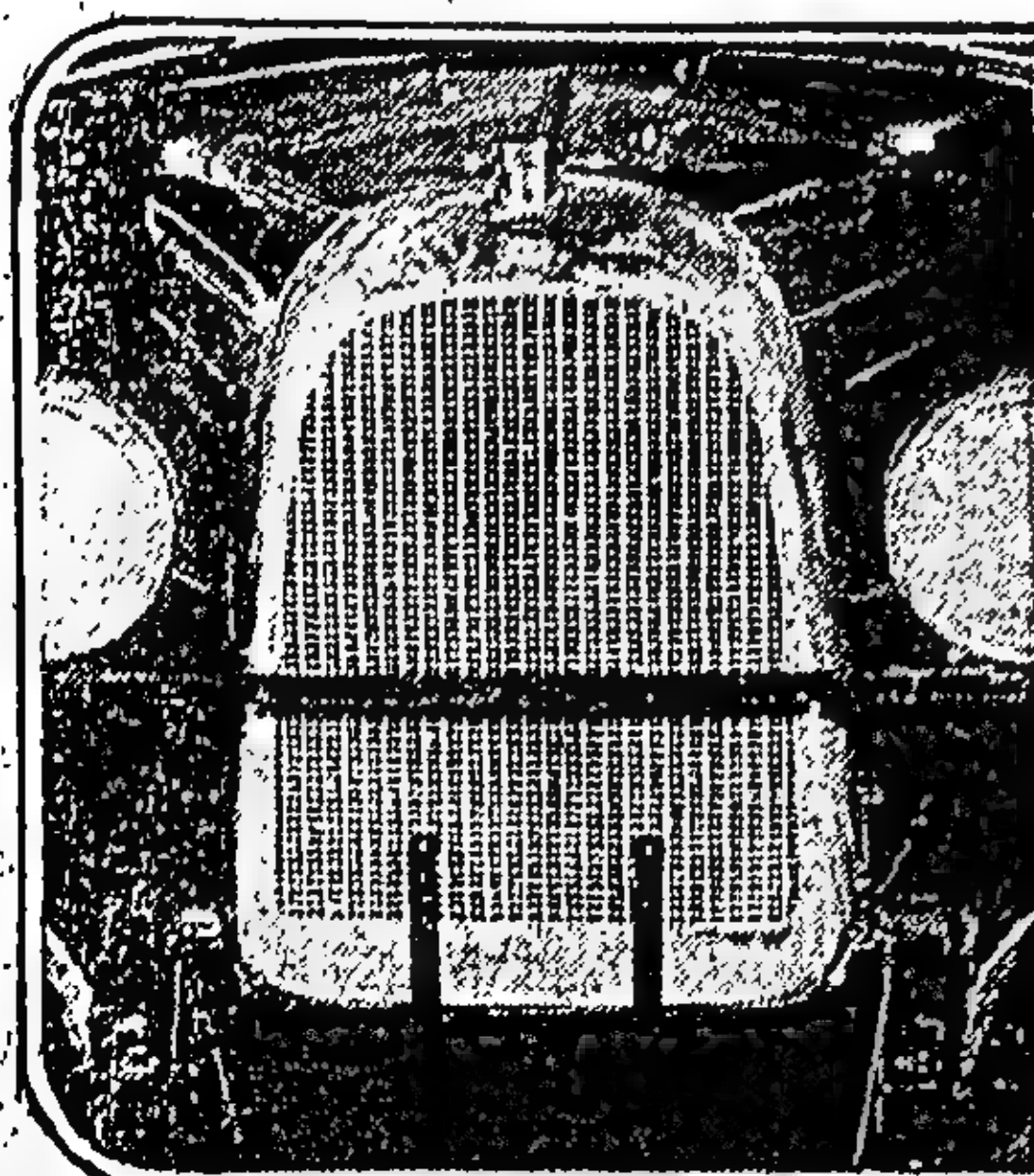
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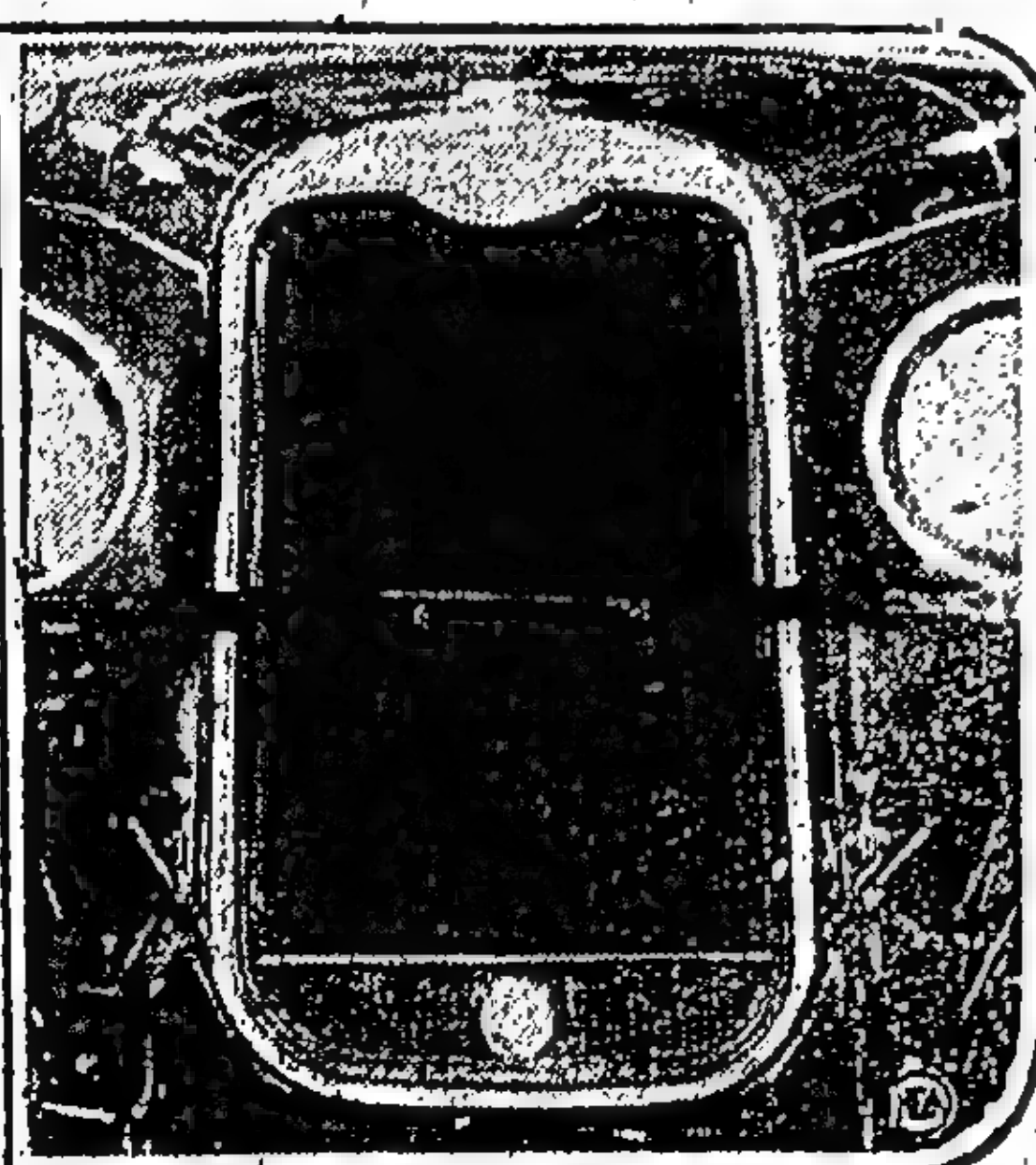
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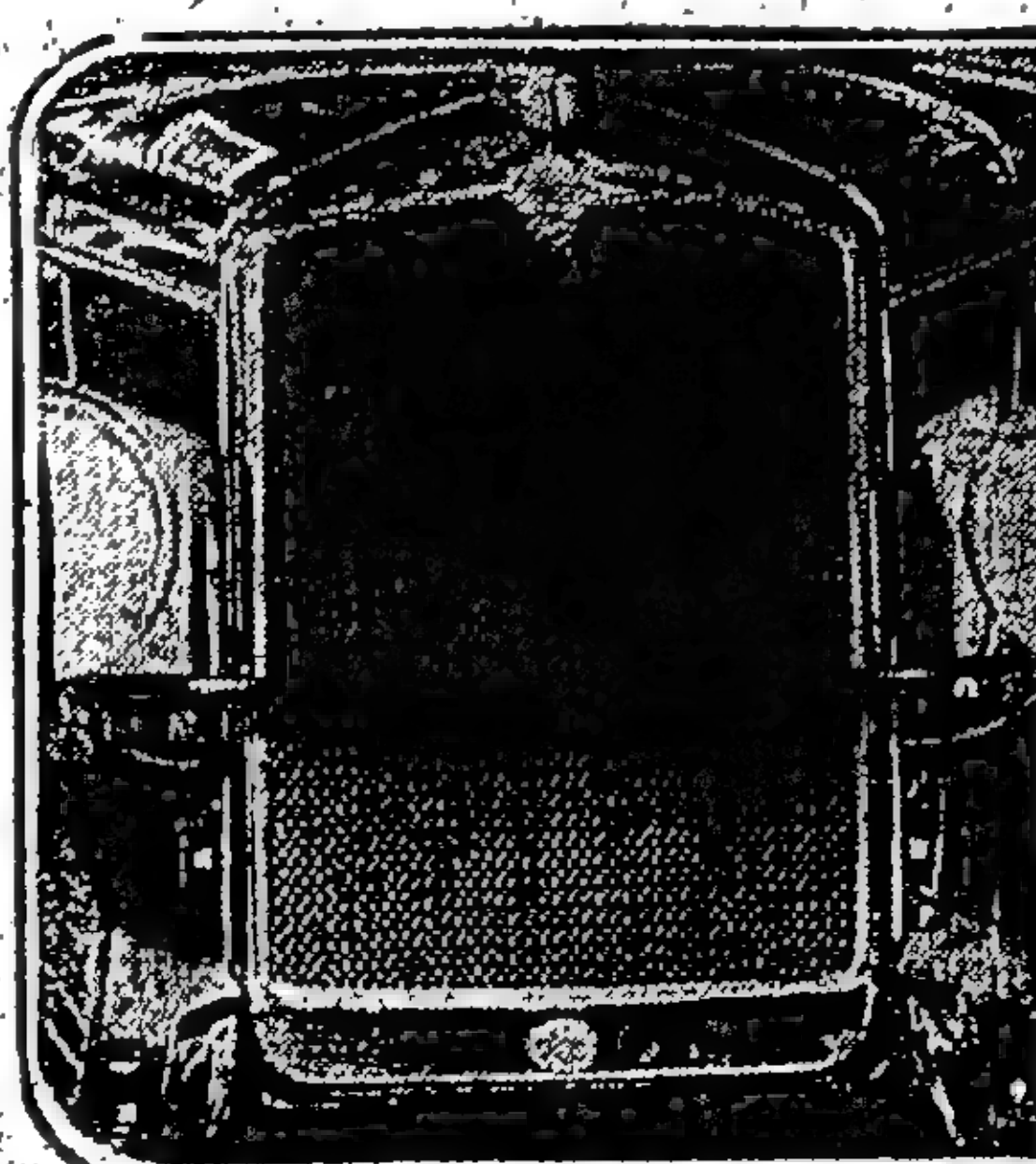
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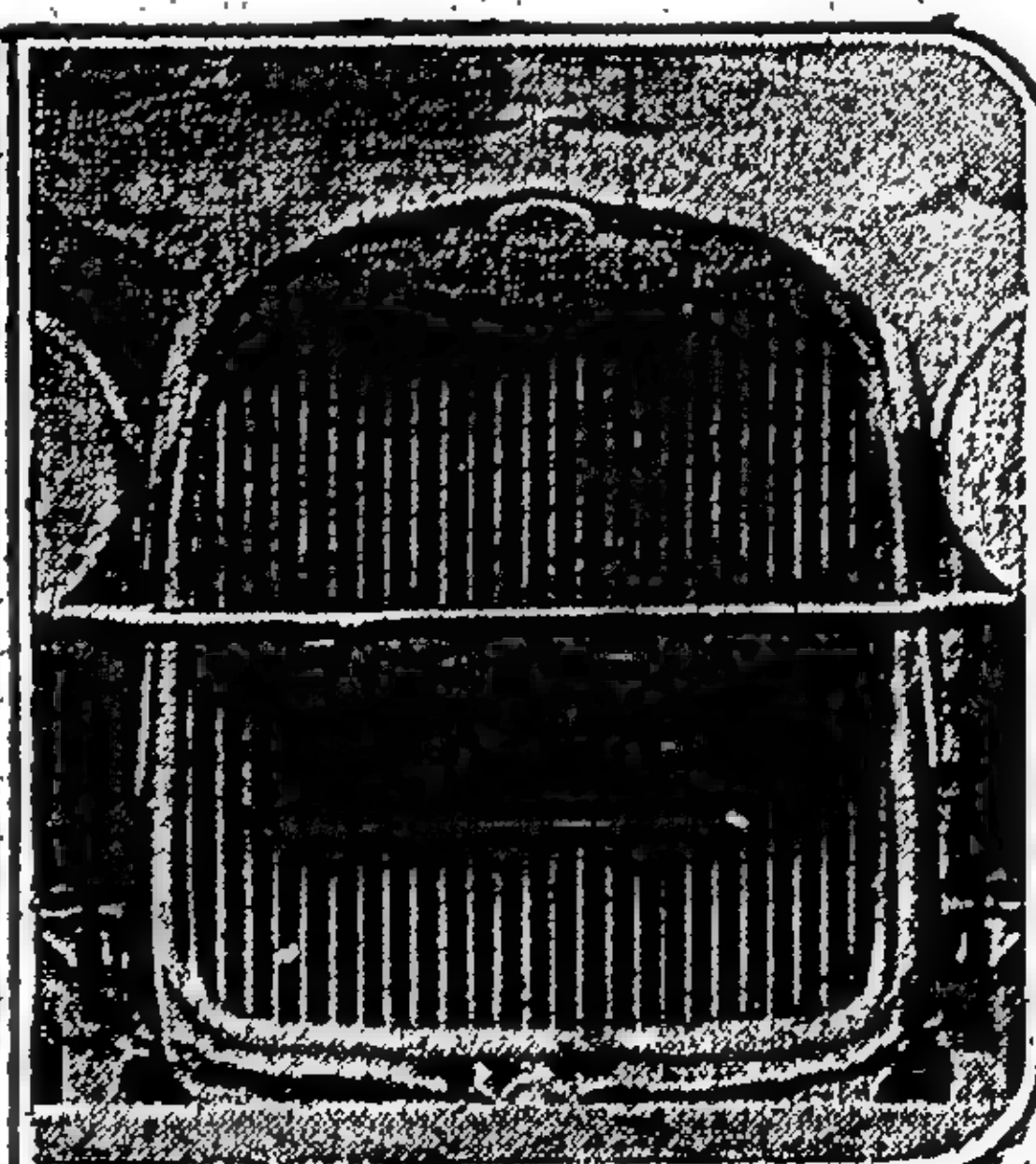
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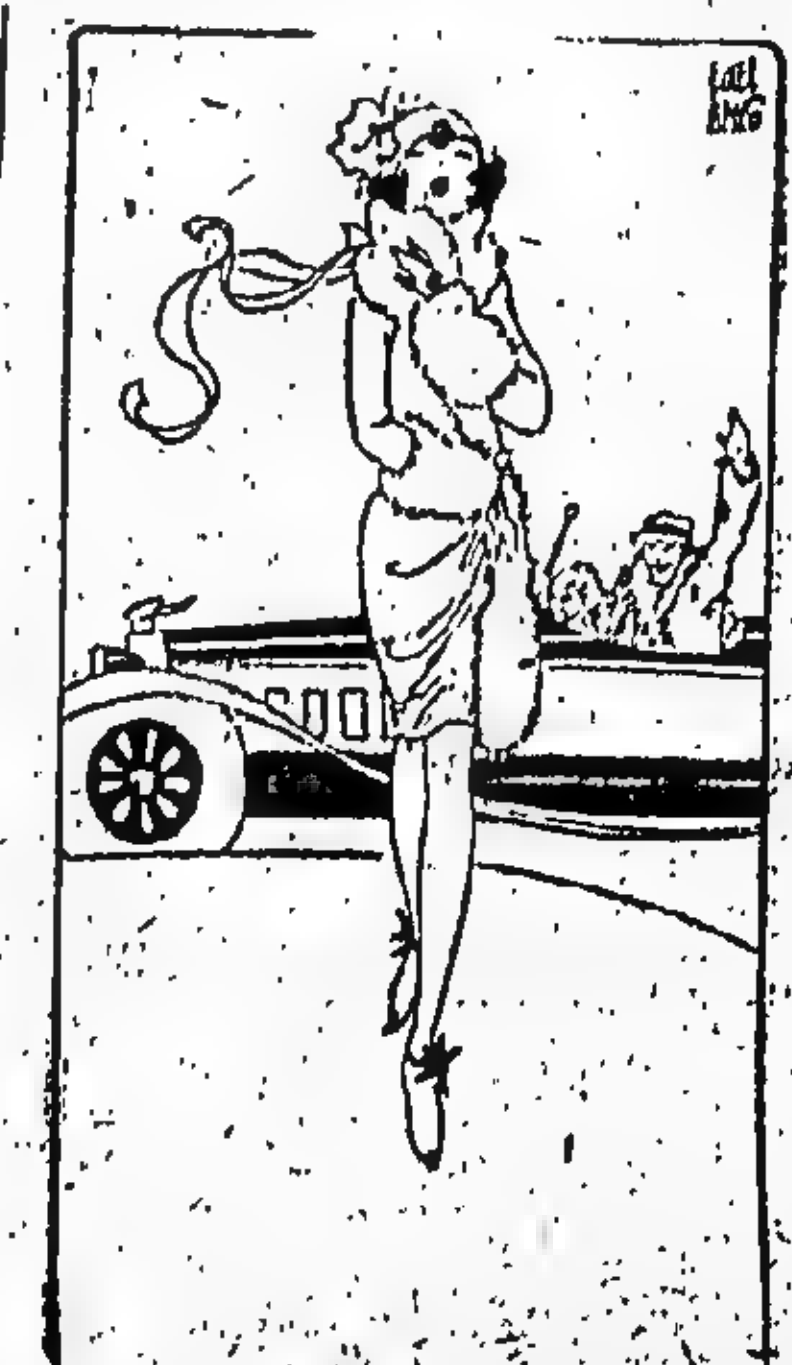
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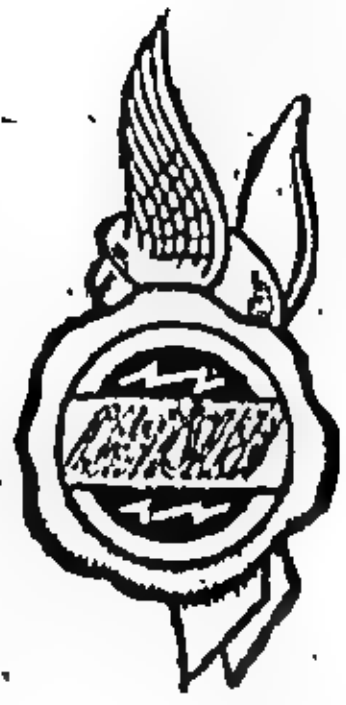
STAR.



FORD.



The most popular winter sports have closed cars.



\$275,000,000

From July 1st, 1926, to July 1st, 1927, the Public bought TWO HUNDRED AND SEVENTY FIVE MILLIONS of dollars' worth of CHRYSLER CARS.

You can leave it to the public to know where to get the Utmost in quality, performance, and value.

See CHRYSLER at

A. LUNG & CO.

Sole Agents

19, Queen's Road, C.

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HALF COMPLETED ROADS.

Insufficient Funds at Home.

Work on many new highways all over Britain is at a standstill. In response to the appeals of local authorities for the grants necessary to enable them to complete half-laid roads, the Ministry of Transport reply that funds are at present insufficient.

Hundreds of thousands of pounds have already been spent on one scheme alone, the Western Avenue between Shepherd's Bush and Denham, without any benefit to motorists or the public, owing to failure to complete the work.

Estates which have been developed alongside the proposed roads are also suffering loss.

Road work to the value of many millions of pounds is now being held up all over the country through lack of funds. The Treasury, through the Ministry of Transport, is refusing grant after grant to the local authorities to complete work which they have already started.

This is serious enough from the motorist's point of view, but it has other aspects just as important affecting the general public. All along these derelict new roads which have been started estates have been laid out and building schemes planned.

The land has been acquired, and in many cases subsidiary roads laid out, but the promised main road, which was to form the nucleus of the colony, has never reached it, or if it has its ends are hopelessly blocked through some incomplete portion, with the result that the estate cannot be developed, and many thousands of pounds of capital are held idle.

One of the crown-land examples in the Western Avenue, which, leaving London near Shepherd's Bush, was to sweep across through Greenford and join the London Oxford road at Denham, thereby cutting but the much overloaded Uxbridge road and Uxbridge itself. Seven years ago the first portion of this road was begun. It was to extend for eleven miles. At present about five miles are completed, with the exception of two railway bridges.

Huge Sums Wasted.

As it stands the road is practically useless for the purpose it

was created, as it ends abruptly where the Greenford road crosses it. Another £500,000 is required to finish the work. Half this sum is to be supplied by a grant from the Ministry of Transport, and half by the Middlesex County Council. None of the Government half has been forthcoming, despite repeated requests from the Middlesex County Council.

This Council has already spent many hundreds of thousands of pounds in making the completed part of the road, and though there has been a certain amount of delay over the two railway bridges these are now well in hand.

The Council contends, however, that nearly all this money has been wasted, as the road is perfectly useless as it is, while the Uxbridge road, which the Council has to maintain with the assistance of a grant from the Ministry of Transport, is being pounded to pieces by the heavy traffic, and is causing serious delay to vehicles going to Oxford, Wales, and the West.

"Insufficient Funds."

The Middlesex County Council has frequently approached the Ministry of Transport on the subject, but is always put off with the excuse that at the moment there are insufficient funds. The landowners alongside this road are being held up, as they have laid out their estates, but have no road to which to connect them.

In other parts of the country a similar state of affairs is reported. Whenever a grant is asked for to carry through some scheme which has already been begun, the Ministry, so the local authorities allege, makes every excuse to hold up the work as long as possible.

The principle on which the Treasury is stated to work before allowing a grant to be made for a particular undertaking is to collect all the money that is wanted for it before it is begun. Thus in the case of the Western Avenue in the first year the Middlesex County Council would only require about £50,000, and perhaps another £100,000 for the second year's work; but the Treasury insists on collecting the whole £250,000 before the work is begun. Even if the work was begun now it would be three years before it could be completed.

"Please Cross Here."

The provision in the City of Westminster of conspicuous warning notices and direction posts at dangerous crossings with a view

to minimising the danger of accidents to pedestrians, is receiving the constant attention of the Westminster Council, the Ministry of Transport, and the police authorities.

The Traffic and Lighting Committee of the Westminster Council has considered several communications from the Ministry of Transport relating to "Safety First" devices consequent on the re-arrangement of traffic.

These include "Please Cross Here" signs, and "Look Left" and "Look Right" warnings, for the convenience of pedestrians, and by way of instructions to motor and other traffic, "Turn Left" and "Turn Right" notices, and markings in roadways by means of parallel white lines and metal tracks, the alteration of kerbs, and the rounding of corners.

The danger to pedestrians crossing from Spring Gardens to Canada House, in consequence of vehicles from Spring Gardens endeavouring to cross Cockspur-street to the west side of Trafalgar-square was pointed out by the Ministry of Transport.

The Ministry held that the two small arrows in the carriage-way off Spring Gardens were insufficiently conspicuous, and suggested that a notice should be erected at the corner of Spring Gardens and Cockspur-street directing traffic to "Turn Left."

Another letter from the Ministry suggested that in the Piccadilly area not fewer than sixteen pedestrian crossing signs and some markings in carriage-ways were necessary.

MORRIS COWLEYS IN NEW SUCCESS.

100 Per Cent. Scores in Australian Motor Trials.

Now that small British cars are becoming more numerous, evidence is not lacking in proof of what they can do. Take the results of a recent Australian test for example. A 24-hour reliability and petrol consumption trial was conducted recently by the Victorian (Australia) Light Car Club. The course chosen was one of 504 miles and included samples of typical Australian country "roads," and the high speeds demanded over gutters, wash-outs and potholes would have tried the stamina of any car, no matter what its size or price.

To cite a typical performance by British small cars in this event, Nine Morris-Cowleys were entered (three teams) seven of their drivers having never previously taken part in a trial. Each one finished with 100 per cent. score and won a gold award; each of the three teams won a gold award; and the first and second prizes in their class for petrol consumption (32.57 m.p.g. and 31.5 m.p.g.) were also secured. Technical experts who examined the cars on completion of the course could find no signs of strain or damage.

IN MILLION CLASS.

Seven of the United States have more than a million automobiles each. They are California, New York, Pennsylvania, Ohio, Michigan, Illinois and Texas.

Prest-O-Lite Storage Battery

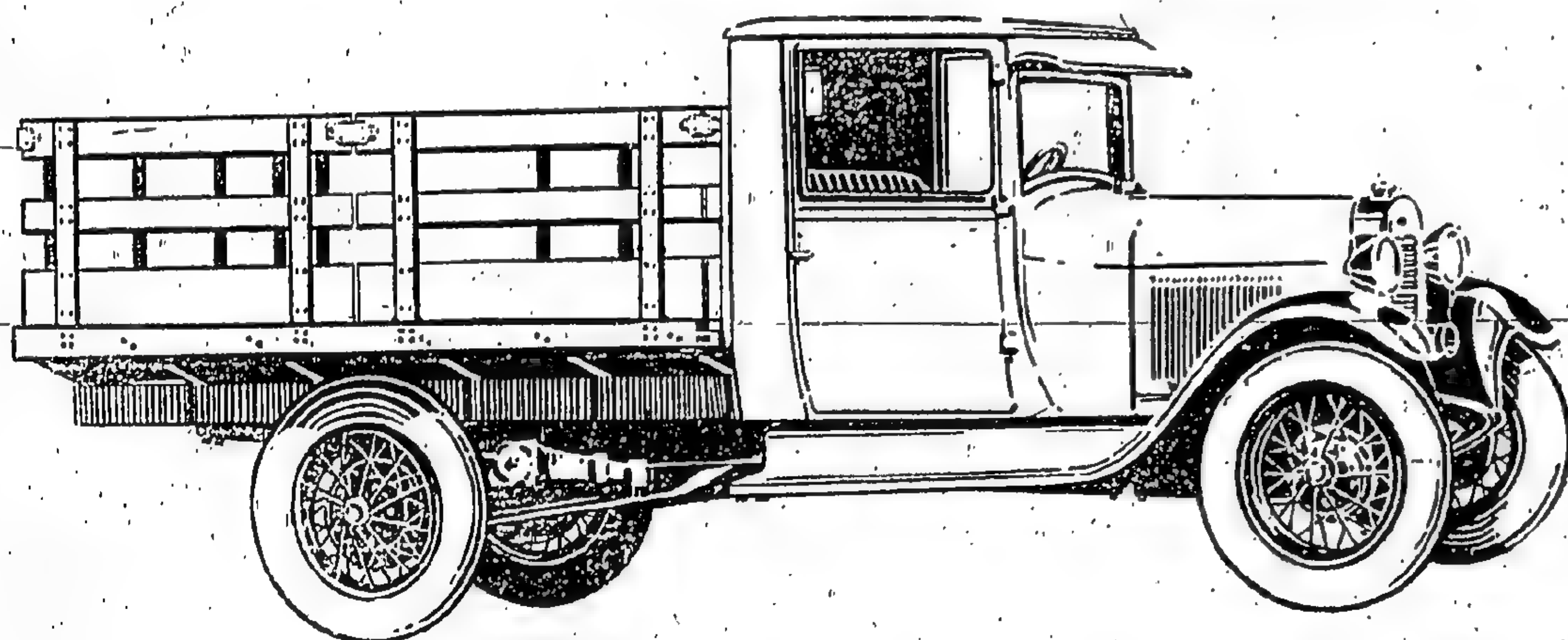
NO one can make a battery better than the Prest-O-Lite—no one can sell you a quality battery at a lower price than we can sell you a genuine high quality, powerful Prest-O-Lite.

HONG KONG HOTEL GARAGE.
Phone C.4759.



The New Ford Truck

Stronger—Speedier—More Powerful



The New Ford Truck is Designed and Built to Meet All General Hauling and Transportation Requirements. It is Rated as a 1½ Ton Truck but with Dual Rear Wheels Will Carry Above Two Tons.

It has the quality, the sturdiness and the strength to withstand hard service for a long period of time, and at low cost in upkeep.

It is powered by the new Ford Model A 40 horsepower engine, which gives it the speed necessary for quick delivery and the power needed for moving large loads of heavy materials.

It has the torque tube drive, and a three-quarter floating rear axle with the dependable worm gear.

The front springs are the transverse semi-elliptic type, specially constructed for the truck. Rear springs are of the full cantilever type, one on each side, and are an innovation in truck spring construction.

All trucks are equipped with the Ford steel-spoke

wheels, a new truck wheel of unusual strength and good appearance, and have four-wheel mechanical brakes of the internal expanding shoe type.

The transmission is of the standard selective sliding gear type, with three speeds forward and one reverse. A dual high transmission, which reduces the standard transmission gear approximately one-third, is offered as optional equipment at extra cost for those desiring a truck, for heavy work where additional pulling power is required. The dual transmission also is provided with a power take off gear for use with dump bodies.

This dual transmission is of the planetary type, and is installed between the front and rear cross members of the frame by removal of a coupling shaft which connects the transmission drive shaft with the universal joint on the standard truck.

Specifications

Engine—Four cylinder "L" head, cylinders cast on bloc. Bore, 3 7/8 in; Stroke 4 1/4 in. Piston displacement, 200.5 cu. in. Horse-power rating, S.A.E., 24.03. Horse-power brake, 40 at 2200 r.p.m.

Transmission—Standard selective gear type, three speeds forward, one reverse. Gears and shafts chrome alloy steel, heat treated for hardness. Main shafts in ball bearings, countershaft in roller bearings and reverse in bronze bushings, insures exceptional wear and quietness. Dual high, reducing ratio of standard transmission one-third, optional at extra cost.

Clutch—Multiple dry plate discs. Four driving discs, five driven discs. Long wearing asbestos composition facing. Completely enclosed and protected. Smooth and easy in action.

Brakes—Four-wheel mechanical, expanding shoe type operated by both service pedal and hand brake. Front brake drums 11 in. in dia., rear brake drums, 14 in. in dia. Total braking surface 262 sq. in.

Camshaft Bearings—Five, all 1 9/16 in. in dia. Length No. 1, 1 3/4 in; No. 2, 7/8 in; No. 3, 2 in; No. 4, 7/8 in; No. 5, 1 in.

Valves—On side; carbon chrome nickel alloy.

Cranks—Three main, all 1 5/8 in. dia. Length, front and center, 2 in; rear, 3 1/8 in. Bearings babbitt, lower half backed in steel, upper half in iron.

Connection Rod—Steel forging, "X" section design. Lower bearing babbitt 1 1/2 in. in dia. by 1 5/8 in. long. Piston pin machined seamless steel tubing, full floating type.

Carburetor—1 in. vertical. Choke and needle adjustment rod on dash. Hotspot intake manifold.

Steering Gear—Irrversible, worm and sector type with roller thrust bearings on worm shaft. Ratio—11 1/4 to 1.

Oiling System—Pump, splash system and gravity flow from valve chamber reservoir to crankshaft main bearings. Oil level indicator and filler on left side of motor. Capacity—5 quarts.

Ignition—Battery, coil and distributor. New Ford mechanical design.

Cooling—Centrifugal water pump in top of cylinder head on shaft which also operates fan. Tubular radiator. Two-blade airplane propeller type fan, 16 in. in diameter; adjustable "V" belt. Capacity, 3 gals.

Starter and Generator—New Ford generator of power house design; new starting motor.

Fuel—Gravity feed from welded steel tank built integral with cowl. Capacity 10 gals.

Rear Axle—Three quarter floating, worm gear. Gear ratio 5 to 1.

Front Axle—Chrome alloy steel forging, "I" beam construction. Adjustable taper roller bearings for wheels.

Drive—Torque tube.

Springs—Front, transverse semi-elliptic, 12 leaves. Rear, cantilever, 17 leaves.

Wheels and Tires—Ford wire wheels. Tires: front, standard 30 by 5. Rear, standard 32 by 6.

Equipment—Hydraulic shock absorbers on front springs, gasoline gauge, ammeter, ignition lock, dash lamp, windshield wiper, rear view mirror, combination tail and stop light, grease gun for high pressure lubrication of chassis, tool equipment, tire pump, jack, oil indicator rod on engine, horn, spare wirewheel.

Wheelbase—131 1/2 in. Turning Radius—21 ft.

Tread—56 in. Turning Circle—42 ft.

Frame—Length 171 5/16 in. Depth 6 in. Width, 2 3/4 in.

Road Clearance—9 13/16 in.

See this TRUCK now on Display at

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon.

Ford Motor Company Exports Inc.

Shanghai.

The Very Idea!

A patriotic Scotsman revisiting his country accompanied by his son, a boy of eight, took him to see the Burns statue in Aberdeen.

The poet is represented holding by the stalk his "wee, modest, crimson-tipped" daisy.

"That, my son, is Robert Burns," said the father, "Scotland's greatest genius!"

To which the lad replied—

"And is he holding a corkscrew in his hand, father?"

The pillar of salt known as "Lot's Wife," traditionally identified with the Bible story, is threatened with extinction, in consequence of the activities of a group holding a concession for salt manufacture from the rock salt deposits on the shores of the Dead Sea.

Willesden man: I tried to join the Army, but they told me I was no good for anything but civil life.

Barrister, examining a signature at North London Court: Ah, we all know the hotel pen-nib!

Man at Willesden: I should have paid the money if I had not suffered illness and death.

Man at Southend: Every penny I send to the court collector I borrow at twenty per cent. interest.

Salesman's wife, at Willesden: My husband could sell a motor-car to each of the Four Horsemen of the Apocalypse.

John Todd, of Horbury, near Wakefield, was fined 40s. and costs at Leeds for being in charge of a motor-horse and failing to stop after an accident.

Seth Ingham, a farm hand, said that while he was delivering milk his cart was run into by a hearse driven by Todd. His pony bolted and broke the shafts and eight gallons of milk were spilled and four dozen eggs smashed.

Another witness estimated the speed of the hearse at between thirty and thirty-five miles an hour. The solicitor for the defence said that Todd had a body in the hearse. The collision at the time was regarded as a trifling one.

Mr. Grumphy—"I wish you'd stop your chickens from repeatedly coming over into my garden."

Mr. Nextdoor—"How can I? Once they get over your side I never see them again."

"To what do you attribute your great age?"

"Well, for the first seventy years of my life they wasn't no automobiles," and for the last twenty-five I've been confined to the house.

A London journalist's complaint of the paucity of distinctive proverbs in the English language represents no new grievance (says a writer in the *Manchester Guardian*), and various suggestions have been put forward in times past for its remedy. One of the gayest came from Robert Louis Stevenson.

"When I invent a language," he declared, "there shall be a direct and an indirect pronoun, differently declined. Then writing would be some fun. Thus:—Direct—He, him, and his; indirect—Tu, Tum, and Tus."

Example:—He seized Tom by the throat, but tu at the same time caught him by his hair. A fellow could write hurricanes with a lexicon-like that."

The timidity of the B.B.C. in respect of broadcasting what is called controversial items reminds me (writes a correspondent) of a story I heard long ago.

A young minister had been engaged to preach for one day at a city church. When he was in the vestry, anxiously looking over his sermon, the leading elder came in.

"Now," said he, "perhaps you would be all the better of a little guidance before you begin?"

"Very kind of you, I am sure," replied the youth.

"Well, I think you should keep clear of the drink question for two of our most generous members are brewers."

The young man said nothing, but looked thoughtful.

"Then you had better keep clear of Disestablishment, for the congregation is divided on that question."

Still the minister held his peace.

"And as for social matters, slum, and that sort of thing, you'd better avoid them too, for we have a rich house-proprietor and a pawnbroker in the church. Don't speak against things of that sort."

"What, then, may I speak about or against?" asked the minister.

"This seems to be a very difficult church to preach in."

"Oh," said the elder, "you may safely speak as much as you like against the Jews. There are no Jews in this church."

The Grand jury at the Old Bailey threw out the Bill in the case of Clifford Edgar Lewis, aged 18, a clerk, who had been committed for trial from Marlborough-street Police Court, charged with the manslaughter of Evan John Lloyd.

FORMER HONGKONG RESIDENT.

DEATH OF MR. G. G. BURNETT.

Many residents will hear with deep regret of the death, at Charlton Kings, Cheltenham, of Mr. George Gaskell Burnett, a former official of the Hongkong General Post Office. The deceased passed away on January 13th, news of his demise reaching the Colony yesterday.

The late Mr. Burnett was born at Kendal in 1867 and was educated at Stramondgate School, and, later, at Ackworth. Upon leaving school he was appointed a military staff clerk in Gibraltar, and subsequently went to Australia in a similar capacity.

In 1892, Mr. Burnett came out to Hongkong, and here he remained until 1914, when, for reasons of health, he retired at a time when he was holding the post of senior clerk in the General Post Office. Whilst in Hongkong he became a prominent Freemason, being Past Master of the United Services Lodge, and District Grand Chaplain. He was married in 1894, his wife dying in January, 1906. In December of the same year he married Miss Florence Mary Roberts, who was born at Tientsin, and who survives him, with her three sons. The deceased was a very capable and painstaking postal official, and during his residence here he made many friends, who will learn with much regret of his death.

WEATHER REPORTS.

HONGKONG OBSERVATORY NOTIFICATION.

With reference to the communication of weather reports to the Hongkong Observatory Radio Station (G.O.W.), it is requested that ships who, after fair trial, are unable to effect communication with G.O.W. will immediately inform V.P.S. on 690 metres.

Operators are again notified that G.O.W. is very sharply tuned. The adjustments when found should be noted.

The station is engaged on long wave reception or telephony emission at the following periods:—G.M.T. 2355-0000; 0005-0100; 0145-0210; 0430-0445; 0500-0515; 0755-0805; 1245-1315; 1330-1345.

A tuning note consisting of a 60-second dash will be emitted daily from 0458 to 0359 and from 1158 to 1159 G.M.T.

The attention of the public is drawn to the weather reports and storm warnings emitted by wireless telephony on 300 metres. The times of emission will be 0430 and 1330 G.M.T. (1230 and 2130 H.K. time) from 1928, March 15.

RUSSIAN WOMEN'S PLIGHT.

APPEAL TO THE CANTON GOVERNMENT.

Since the failure of the December Communist coup in Canton, a good number of the Russian residents are known to have left the city, but several Russian women still remain. Some of these are said to have been left behind by their husbands, and they are in a pathetic condition.

A few days ago, a number of these women made an appeal to the Foreign Ministry, requesting the Government to provide them with \$100 each in order to take steamer back to Russia. The request was granted by the authorities, according to a vernacular report.

ON HOME LEAVE.

MANY DEPART BY THE "MACEDONIA."

The P. and O. liner *Macedonia* took away a large number of local residents to-day, the majority being bound for Home leave.

Amongst those departing were Mr. W. Adamson, Mr. A. Allison, Miss K. M. Anderson, Mr. P. E. Barker, Mrs. C. E. H. Benvis, Miss G. M. Cotton, Mr. and Mrs. George Grimble, Mr. and Mrs. F. S. Harrison, Lieut. Comdr. G. F. Hole, Mr. and Mrs. T. H. King, Mr. and Mrs. T. G. Martin, Mr. and Mrs. B. E. Maughan, Captain J. McAlister, Mr. and Mrs. J. Morris, Mr. and Mrs. G. Morrison, Mr. S. Paul, Mr. and Mrs. S. S. Perry, Mr. H. E. Standage, Mr. R. D. Thompson, Mr. and Mrs. H. G. Wallington, Mr. and Mrs. F. A. Wells, and Mrs. J. R. Wood.

A Chinese jumped from the roof of 193, Third Street into Lan Yee Lane, yesterday, in an attempt to commit suicide. He died shortly after admission to the Government Civil Hospital.

CANTON'S FOREIGN POLICY.

INTERVIEW WITH MR. CHU CHAO-HSIN.

SEEKS CO-OPERATION.

Interviewed by our representative and those of the S. C. M. Pong, Wah Kiu Yat Po and Nam Chung Pao, at Government House last evening, Mr. Chu Chao-hsin, the Foreign Minister of Canton, who arrived with Marshal Li Chai-sum yesterday gave a brief outline of the latest foreign policy of the southern China Government and the friendly relationship between Hongkong and Canton.

"The primary policy of the Kuomintang is to secure a position of equality in the family of nations for China," Mr. Chu explained. "While using our every effort to achieve this we should at the same time maintain friendly relations with our foreign friends."

"At this time when the foreign Powers are ready to meet the aspirations of the Chinese people, we find it opportune for us to work for the accomplishment of our aims, that is to secure for China the position she deserves and to promote mutual co-operation with foreign countries. We believe we can contribute considerably towards world peace by steadily and carefully going on this way."

Asked what Marshal Li Chai-sum's present visit to Hongkong means, Mr. Chu pointed out that Canton and Hongkong are "like the teeth and the lips—the one affording protection to the other"—as the old Chinese proverb says. "Both economically and commercially Canton is closely connected with Hongkong and to secure prosperity for one place one must, at the same time make the other prosperous."

Li Chai-sum's Aims.

"The policy of the administration of Chairman Li Chai-sum is to work for the reconstruction of Kwangtung and the prosperity of the people in southern China. He has striven a great deal for accomplishment of this aim. During his recent visit to Canton, the British Minister, Sir Miles Lampson, assured us of Sino-Chinese mutual co-operation. We highly appreciate this and we believe that through mutual co-operation and friendly assistance to one another, trade in Canton and Hongkong can be greatly improved and there will be prosperity for both places concerned."

"Canton or Kwangtung is the most prosperous resourceful part of China. The reason that it has not been achieved prosperity is chiefly the continual warfare and disturbance during the past years. Owing to such unfavourable circumstances, the merchants have hesitated to invest their money in industrial and other enterprises."

"We can safely assert that once peace and stability are established in this province, trade will improve and prosperity can be secured without difficulty."

"Since the return of Chairman Li Chai-sum to Canton he has been devoting all his available attention to secure for Canton or Kwangtung its most vital needs—peace and stability. His plans include the cleaning up of banditry in the province, etc. We are confident that Chairman Li will be able to carry out his plans effectively before long and it can easily be seen that order in this province is gradually being restored."

LOOKING FOR WORK.

LATE RETURN TO HOUSE OF DETENTION.

When charged before Mr. R. E. Lindsell, this morning, with failing to return to the House of Detention yesterday, F. O. Richards, aged 30, a native of Wales, replied that he was struggling for existence and looking for work.

An official of the House of Detention stated that Richards was committed to the House of Detention on February 23rd last. He was allowed out yesterday between the hours of noon and 4 p.m., but failed to return.

An Inspector from No. 2 Police Station informed the Magistrate that Richards reported at the Police Station at 9.30 at night. Witness had been notified by telephone of Richards' non-appearance at the House of Detention and when a European presented himself as a destitute, the witness detained him.

Richards explained to his Worship that between the hours of 4 p.m. and 9.30 he was "struggling for existence and doing my best to look for work." He added that he had not been drinking.

His Worship pointed out that it was 9.30 p.m. when he reported at the Police Station.

Richards replied that he was sick yesterday and lost track of the time.

Sentence of fourteen days' hard labour was passed.

A report has been made to the police to the effect that a coolie named Kwong Cheuk absconded during the week with \$23.85 belonging to Messrs. Lane, Crawford, Ltd. The coolie is said to have collected the money from Messrs. Johansen & Co.

A Bright Future.

"Once we have order completely restored in the province, we can start with the programme of reconstruction. Canton and Hongkong will help each other in this and I believe that many of the merchants in this Colony will be quite willing to invest in industrial enterprises in Canton and other parts of south China. We are not too optimistic when we say that in the course of a few years both Canton and Hongkong will become the most prosperous part of China and even of the world."

"What is the relation between Canton and Nanking and is there any difference in foreign policy between the Governments of these two capitals?" the journalists asked. The Foreign Minister replied: "The foreign policy of the Kuomintang is quite unanimous, and there is no difference between Canton's and Nanking's foreign policy. When the Northern Expedition succeeds and Peking is taken, we believe there will not be much difficulty in revising the treaties to the satisfaction of the Chinese people."

The journalists then asked why Mr. Chu recently refused to go to Nanking where the offices of Vice-Minister of Foreign Affairs and Commissioner of Foreign Affairs of Shanghai were offered him. Mr. Chu replied: "It makes no difference where one serves under the Nationalist Government. I believe I can do the same service to my countrymen whether I serve in Nanking or in Canton. The reason I had preferred Canton was that Canton is my native province and I should like to try to do all I can for the benefit of my fellow provincials. When the Nationalist Government is moved up to Peking, and that I believe will be soon, I may join the service there. But whatever places I may go I do the same for the service of my countrymen, and it is this duty which has called me back to China from Europe."

CHINA MERCHANTS' FLEET.

NATIONALIST GOVERNMENT TAKES CONTROL.

NEW BOARD NEEDED.

Shanghai, Feb. 25.

The administration of the China Merchants Navigation Steamship Company will pass into the hands of the Nationalist Government on Monday, next, according to a statement made by Mr. Chao Tih-chiao, Director General of the Company, and which has been circulated by the Kuo Min news agency, the official organ of the Nanking Government.

In a speech delivered to the office staff of the China Merchants Company yesterday, Mr. Chao is reported to have informed his hearers that since the foundation of the Company a "handful of capitalists" have been managing the concern, and the future of the company has not been realized.

"However," Mr. Chao is reported as saying, "when the Nationalist Government reached the Yangtze it appointed a commission to study the management of the company with a view to introducing improvements which would enable the company to compete with foreign firms. For three months the commission tried its best to help the Board of Directors, but its efforts have been blocked."

"For this reason," concluded Mr. Chao, "I have been appointed Director-General of the Company by the Minister of Communications. It is our duty to place the Company on a paying basis for the shareholders, and to bring about a general meeting of the shareholders who will elect a new Board of Directors to be responsible to the shareholders as well as the public."

"From now on we shall work with the following aims in view: first, the restoration of our national navigation rights. Secondly, the improvement of communications for the people, and thirdly, the protection of the rights and property of the shareholders of the Company."

PUBLICAN LICENCES.

PROVISO ON EXTENSION OF HOURS.

It is notified in the *Gazette* that the condition relating to the carrying on of the business of licensed publican or adjunct licensee which is contained in section 22 (1) of the Liquors Consolidation Ordinance, 1911, has been altered by the addition of the following proviso:

Provided also that the Captain Superintendent of Police, in his discretion and in respect of occasions deemed by him to be "special occasions," may grant permits in writing, extending the hours during which liquor may be sold or drunk upon the licensed premises of any publican. Of such permits there shall be two classes, that is to say, Class A, allowing sale to and drinking by the general public, and Class B, allowing sale to and drinking by members of a class, group, body or institution, exclusively.

A Chinese stable hand of Murray Barracks was removed to the Government Civil Hospital yesterday suffering from injuries to his head as a result of being thrown by a pony in Queen's Road East.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

- 1 What was the world's total output of shipping for 1927?
- 2 What is one of the latest developments in the telephone service?
- 3 Between which two of the Great Lakes is Niagara Falls?
- 4 What is (a) an anachronism, (b) an analogy, (c) an anthology?
- 5 Which style of architecture is the plainer—the Corinthian or the Doric?
- 6 From what poem does this quotation come: "I'm farther off from Heaven than when I was a boy?" Who wrote it?
- 7 Why is the phrase "heel of Achilles" used figuratively to denote weakness?
- 8 Who, when France was a kingdom, was the Dauphin?
- 9 Where are the words "Effects not cleared" used, and what do they mean?
- 10 What are the colours of the flags of France and Italy?
- 11 What is meant by "Anglo-Saxon" literature, and what is generally accepted as the earliest example of it?
- 12 Were all the Evangelists also Apostles?

HONGKONG CHAFF.

By B. R.—B.

It's nice to go

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Isn't nice.



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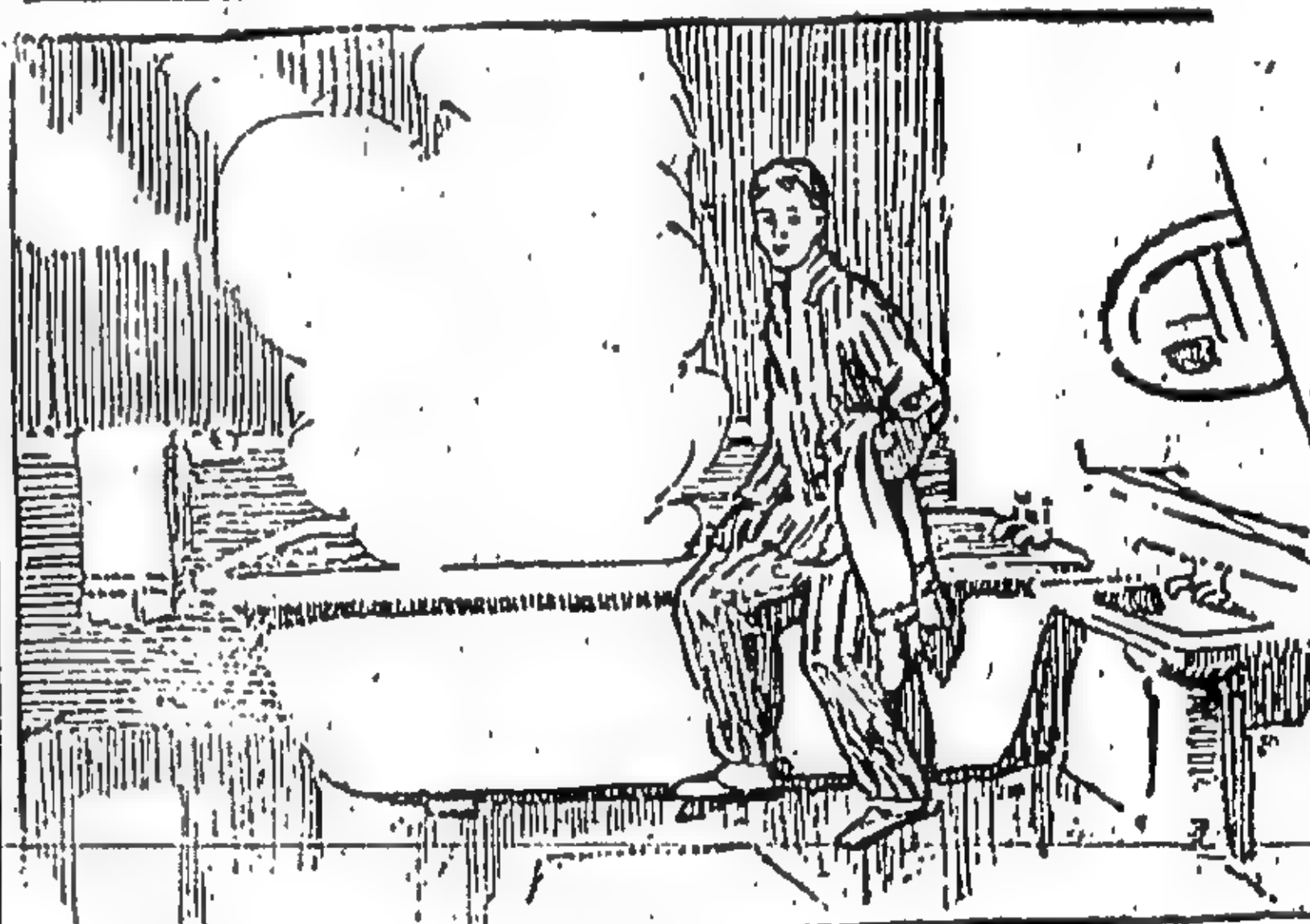
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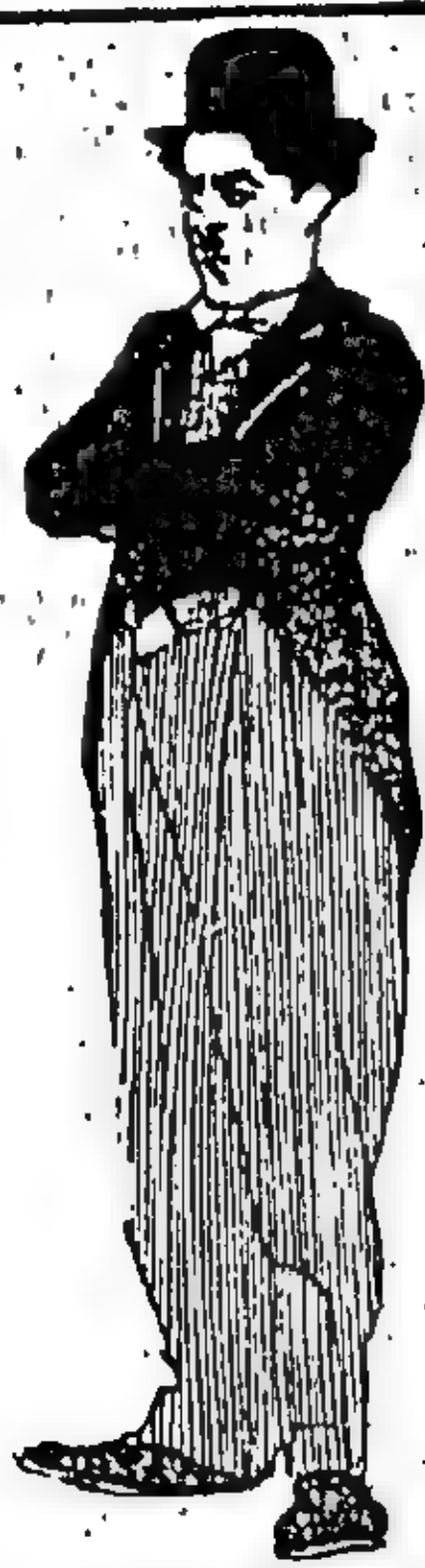
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FANLING HUNT.

TO-DAY'S STEEPCHASE
SELECTIONS.

(By "Rambler.")

The Spring Meeting of the Fanling Hunt will take place this afternoon at Kwant Racecourse, and, if the rain keeps off, I certainly think we are in for a good day's sport. The first race is advertised to start at 3 p.m. sharp.

Owing to the continued success of the steepchase meetings, the masters have decided to include another race which makes the programme an interesting one of six events.

I gave the track the "ones over" yesterday afternoon and it certainly looks in excellent condition. I have not the slightest doubt that good times will be registered in most of the events.

Special arrangements are being made by the officials of the Railway who will dispatch an express train that will leave Kowloon at 2 p.m. and arrive in plenty of time for the first race.

The first race on the card is the Dowbiggin Cup Handicap for ponies which have been stable on the Mounted Infantry lines. Thanks are due to the Masters for providing a race for these wonderful old ponies, which, to say the least of it, have had a fairly rough passage. Although this race will probably be classed as a field of "wassers," it is sure to create a certain amount of excitement. Most of the riders lay claim to being amongst the heaviest of the heavyweights, but all have proved themselves good game hunt followers and I am sure they will acquit themselves very creditably.

Below I have given my selections:—

1st Race.

Craigavad.
Drake.
James Pigg.

2nd Race.

Rupert.
Ace of Spades.
Grand del Norte.

3rd Race.

Easter Day.
San Diego.
Ushers mount.

4th Race.

Caviare.
More Better.
Blotting Paper.

5th Race.

Mowgli.
Alhambra.
Pekin.

6th Race.

Macao Beauty.
Irvine's Mount.
Scoler.

LOCAL CHESS.

SURPRISING DEFEAT OF
C. M. SEQUEIRA.

There have been several unexpected results in the tournament for the Championship of the Colony but the greatest surprise so far is the defeat of C. M. Sequeira, the holder, who lost a full point to H. R. Randall yesterday evening.

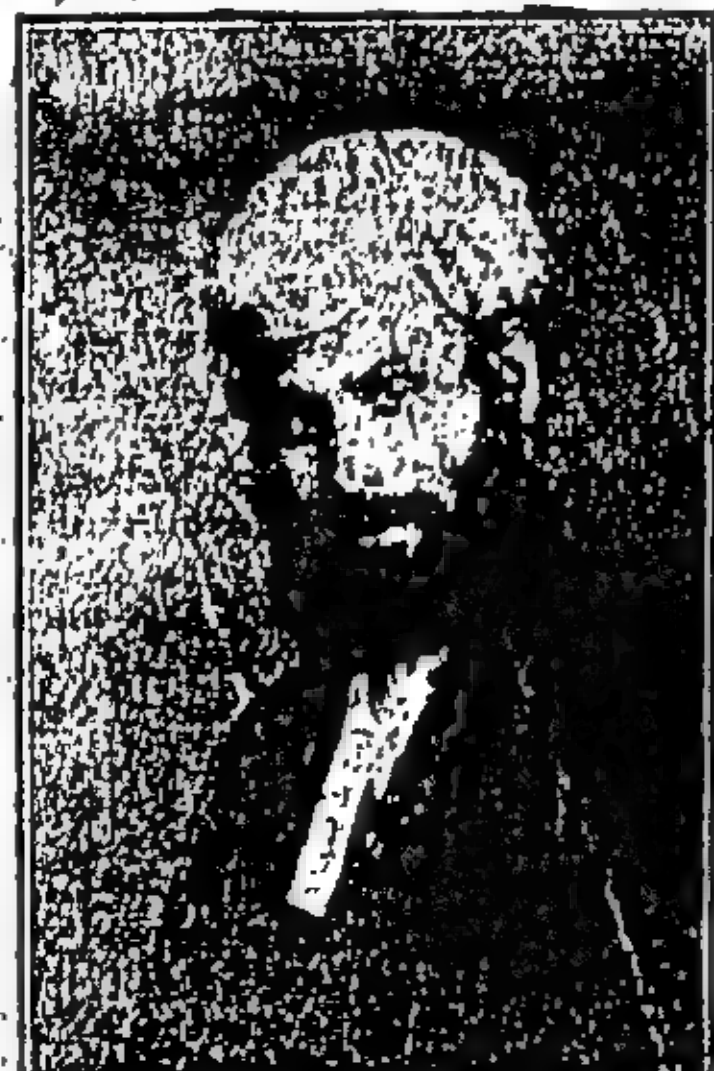
This practically eliminates last year's champion from the tournament and enhances the chances of Sir Henry Pollock who up to date had only lost one point against Sequeira's two. Sir Henry and D. E. Carvalho have both lost one game and while Sir Henry has yet to meet Randall, Carvalho has to meet Sequeira.

The position of the three leaders is now as follows:

	P.	W.	D.	L.	Pts.
D. E. Carvalho	2	7	1	7	7
Sir Henry	2	7	1	7	7
C. M. Sequeira	2	5	2	1	6

Carvalho and Sequeira are due to meet on March 13, while Randall will play Sir Henry on March 8.

INDIAN BARRISTER.



Mr. K. S. Chowdhury, the first Indian barrister to be admitted in Hongkong, who was entertaining by the Committee of the Khalsa Diwan last evening.

DEMPSEY AGAIN TO
RETURN.MEETING WITH TUNNEY IN
SEPTEMBER.

New York, Mar. 2.
Tex Rickard has announced that Jack Dempsey intends to return to the ring. It is anticipated that Dempsey will again meet Gene Tunney for the world's heavy-weight championship in September.

Heeney's Chances.

Rickard said he did not think that the New Zealander, Tom Heeney, had made a sufficiently good showing against Jack Delaney to warrant a match between him and Tunney in June, but many of the best American boxing critics do not share Rickard's view.—*Reuter's American Service.*

Tex Rickard said that at the present time it is intended to match Heeney with the winner of the Sharkey-Risko fight to take place on March 12, that is if that fight does not produce an outstanding opponent qualified to meet Tunney in the first of the two fights which the heavyweight champion wants this year.—*Reuter's American Service.*

FOOTBALL.

THE UNITED SERVICES
FINALS.

The stands were well filled by Navy men when Teal set the ball rolling. H. E. Major General C. C. Luard, C.B., C.M.G., accompanied by Mrs. Luard, witnessed the game throughout. Several officers and ladies of the Services were present.

The K.O.S.Bs. attacked from the kick off, but were sent back by Farlow. Exchanges were even, both goalkeepers defending their charges. Ellis of the Titania was forced to leave the field for a few minutes.

Campbell sent in a dropping shot which Barkham headed out. Stock handled close in and Kernick just missed with a fast shot. Brockman saved from Alexander and Farlow headed clear following a corner kick. Halftime, no score.

Resuming, the sailors took up the attack and Taylor shot wide from a good position. A scramble in the Titania's goalmouth was disastrous, the sailors having two men injured, Barkham and Yarde, Barkham having to be carried off the field. He returned after two minutes absence. The sailors began to show the effects of the fast play and, twenty-five minutes after the interval, Alexander rushed the ball in the net from a well placed corner kick by Campbell. Two minutes later the K.O.S.Bs. increased their lead following a weak clearance by Brockman.

The remaining play went in favour of the K.O.S.Bs. and before the final whistle sounded, Alexander again beat Brockman the final score being, K.O.S.Bs. 3, Titania 0.

Scots Guards v. Iroquois.

Playing in the Junior semi-final, the Guards beat the Iroquois by three goals to one. The Guards took the lead early through Rae and Hackett soon put on another. West scored for the Iroquois the halftime score being, Guards 2, Iroquois 1.

Resuming the sailors had several chances to level up but did not succeed. Gretney made the game safe for the Guards when he scored from 12 yards. Final score, Guards 3, Iroquois 1.

Presentation of Trophies.

At the close of the senior game, H. E. Major General C. C. Luard, C.B., C.M.G., was asked by the Rev. F. W. P. Alexander, C.F., Chairman of the United Services Football Committee, to present the trophies to the winning teams. Before presenting the cups, His Excellency remarked that each final game had one team from the Navy and one from the Army. He had witnessed the senior game throughout and it was very even up to a certain point; he thought, the better team had won. The C. O. C. thanked the Officials and Committee for running and organising the Competition.

The senior shield was presented to C. S. M. Anderson, K.O.S.B. and the junior cup to L/S. Nelson, Scots Guards and H. E. handed to each member of the winning teams, a silver cup.

The Rev. Alexander thanked H. E. for presenting the trophies and called for three cheers for the General. These were lustily given while the Titania called for three cheers in the Royal Navy way.

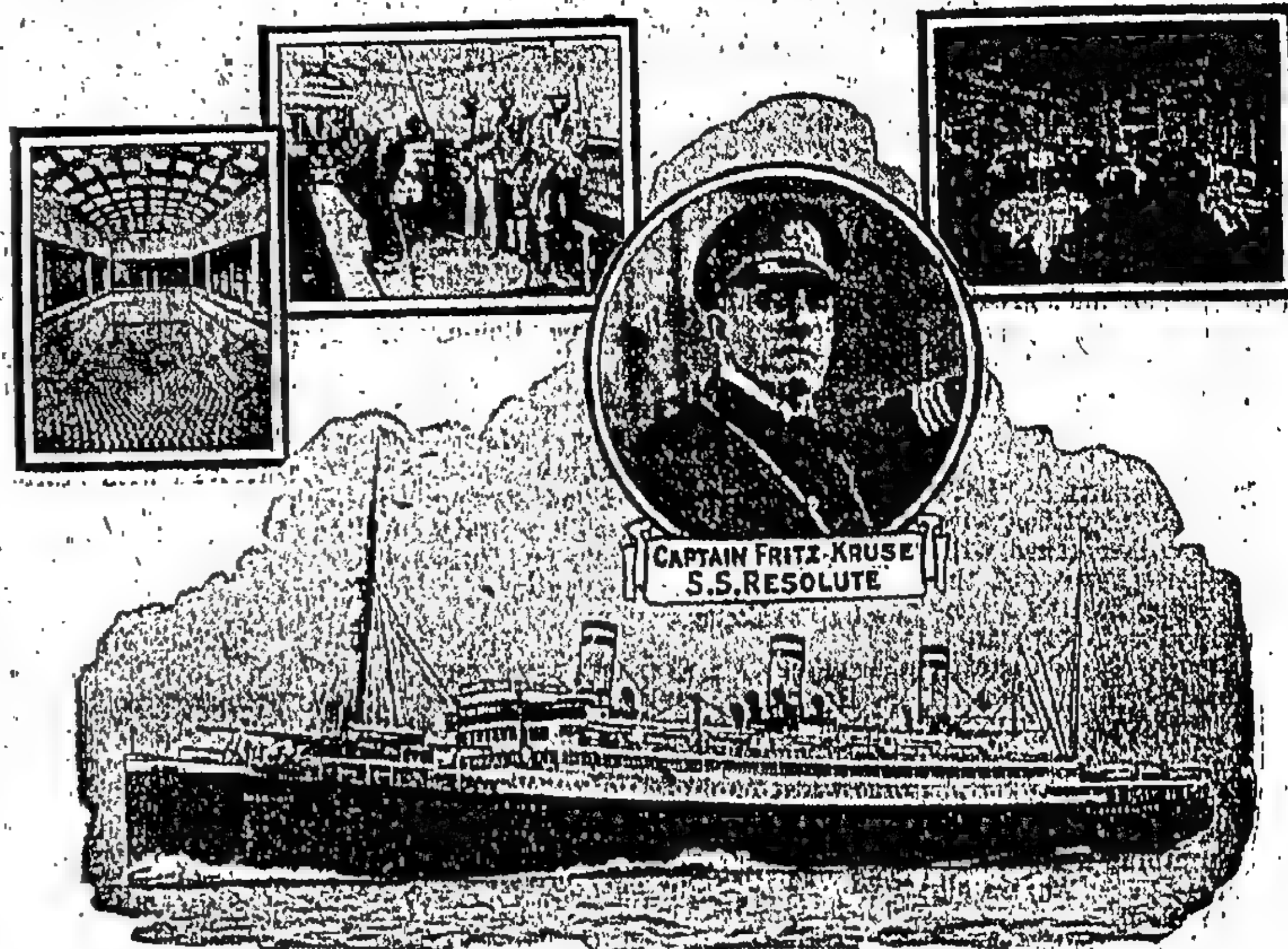
LOCAL HOCKEY.

CLUB TEAM AGAINST THE
NAVY.

The following have been selected to represent the Club against the Navy on the U.S.R.C. ground on Wednesday, commencing at 5 p.m.:

W. J. Lockhart, Smith; J. E. Henry and D. Lyon; A. A. Dand, (Capt.), E. J. R. Mitchell, and L. M. S. Lloyd; G. R. Slipper, T. Whitley, F. G. Wheeler, W. Woodward, and E. W. Sampson.

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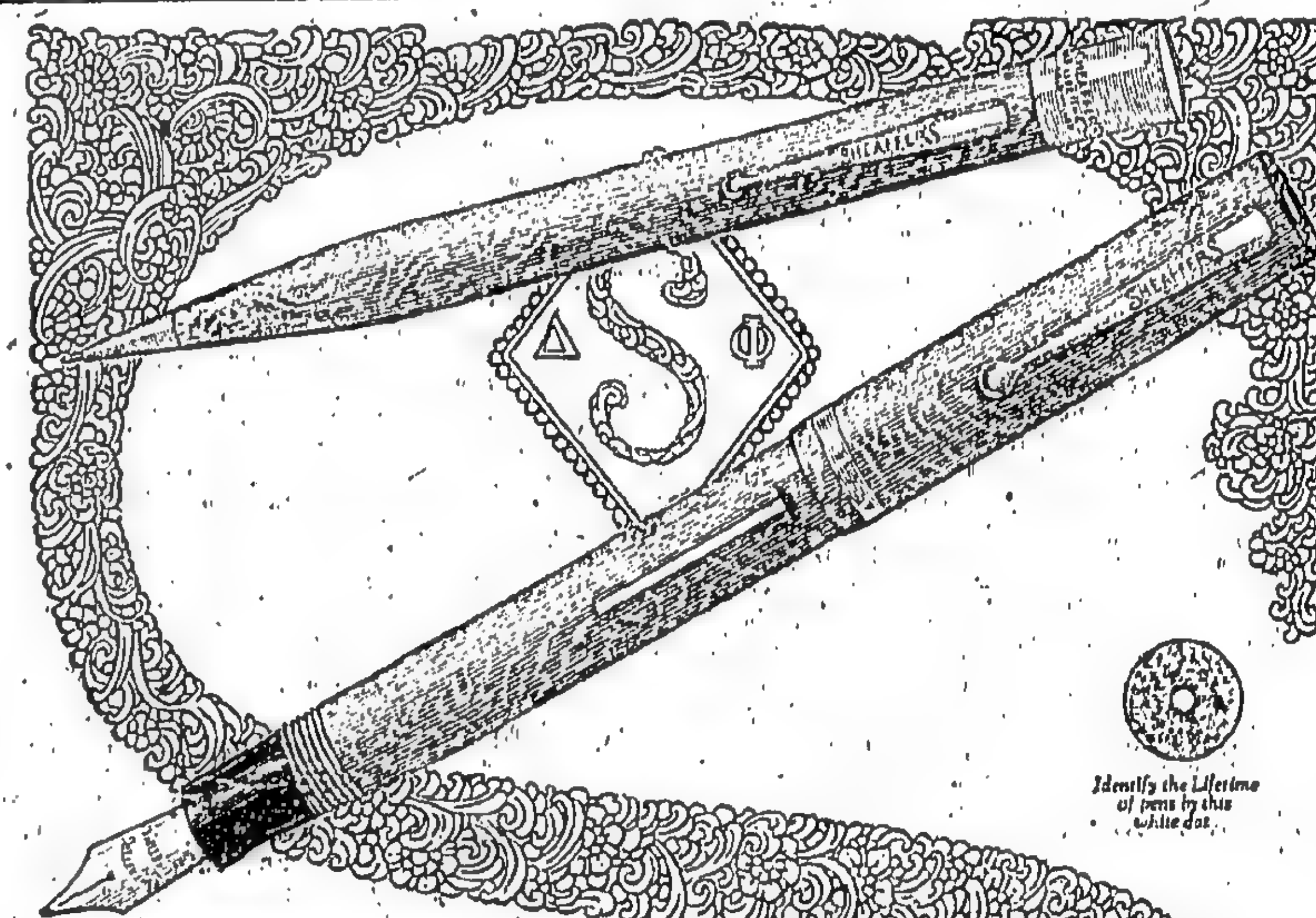
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LAWN TENNIS.

ANOTHER FORMER CHAMPION EXTENDED.

After seeing the first two days' play in the tennis championships conducted by the Hongkong Cricket Club, there can be little doubt in the minds of those who witnessed the games that there is a general improvement in the standard of play of the younger competitors of the tournament.

Following on the close fight between Honda and Cassambloy on Thursday, the spectators yesterday were provided with yet another similar match, when Ng Sze-kwong, a former champion, was forced to go all out to gain the decision over Cheung Chi-wing, a player of much less prominence.

The ex-champion needs to show much better form than he exhibited yesterday if he hopes to make anything of a fight for championship honours. On several occasions he was out-played by his opponent and although he brought off some of his spectacular strokes he only showed his superiority by a very small margin.

The match went the full five sets, Ng Sze-kwong winning 23 games against 25, the scores being 7-5, 4-6, 4-6, 7-5, 6-3.

Although Ng won the first set by 7-5, and as is usual with him, allowed his opponent to take the second, he was unable to prevent Cheung from leading by two sets to one. The ex-champion showed less enterprise in the second and third sets but doggedly fought for every point in the fourth which he won by 7-5.

Experience began to tell and Cheung played weaker in the final set than in the others. He made a wonderful attempt to win but was out-

played by a more experienced man, losing the fifth set by 6-3.

H. D. Rumjahn easily accounted for the Japanese, N. Inagaki, winning in straight sets. A new comer to the tournaments, H. R. Trumper did not make much of an impression, and lost badly to the Rev. Alexander, this match also being decided in three sets.

The full results of yesterday's match were: Ho Ka-jau beat E. W. Ralston, 6-1, 6-0, 6-1; Lim Peng-chin beat F. J. Remedios, 1-6, 6-2, 8-6, 6-1; Roy, F. P. W. Alexander beat H. R. Trumper, 6-3, 6-1, 6-0; Ng Sze-kwong beat Cheung Chi-wing 7-5, 4-6, 4-6, 7-5, 6-3; Y. Sajiki beat R. P. Lonsdale, 6-4, 8-6, 6-2; H. D. Rumjahn beat N. Inagaki 6-3, 6-2, 6-1.

Club Championship: Major W. B. Stevenson beat A. D. Humphreys, 7-5, 6-3.

Handicap Singles "B"—Dr. C. H. Burton (acc. 15/1) beat M. D. Scott (acc. 5/6), 4-6, 6-3, 6-4.

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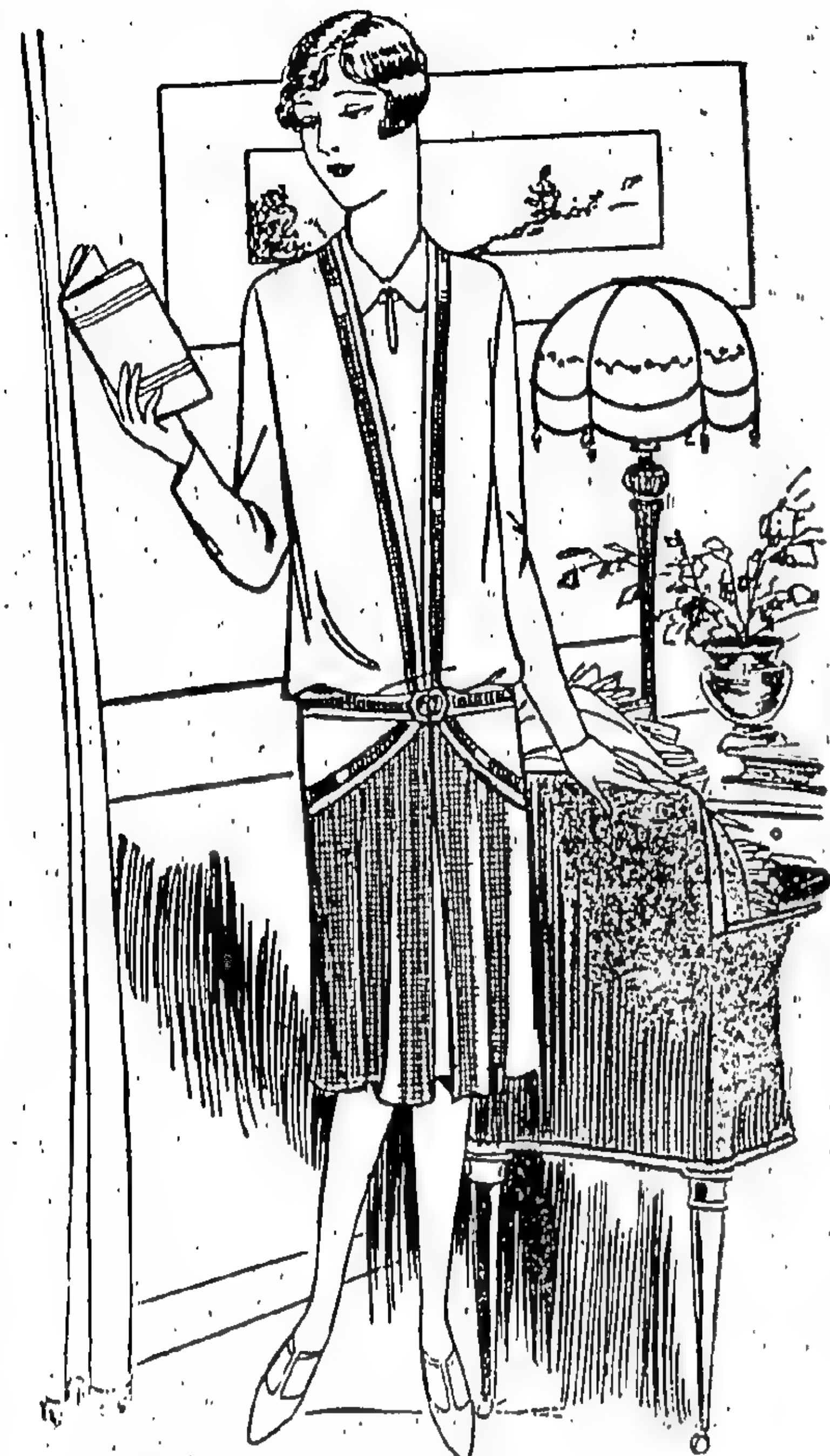
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CHARMING BUT SIMPLE.



Here is a delightful little home gown developed in one of the new printed crepes de chine. The skirt and bindings show a fine dark green check on a light green ground; the bodice is in plain crepe in the lighter shade, while the chemise is in deep ivory georgette.

FOR THE SPRING.

LACE AND FLOWERS THE
VOGUE.

It is surprising the number of attractive uses to which black lace is put at this time of the year. It fills the demand for a smart evening frock before one is sure of the trend of the new season's models. A thick black lace with a dull surface holds the vote of popularity. It keeps its substance longer than any other variety, and looks delightful with black satin. There is the contrast between the dull and shiny material.

Stitchery is in for a vogue. It has everything to commend it, for two or three rows, deftly placed, can make all the difference between banality and individuality. A new blue coat had the skirt and sleeves machine-stitched in diagonal lines about six inches apart. A more formal design, with a bloused back, had its fullness distributed in a band of machine stitching. The full sleeves were gathered tightly to the wrists in the same fashion.

Innumerable pleasant surprises are promised in the spring millinery. Flowers are coming back to favour, especially such varieties as nasturtiums, hincynths, primulas and light rose-buds.

A Lampshade.

If you would improvise a really original inverted shade for indirect lighting, make use of a Japanese parasol in oiled paper. It should, of course, be in light-coloured tints in order that the illumination is not too much obscured. The best method of fixing is to saw off the wooden handle near to the frame, and then hang the shade on three coloured silk cords, tying them to the ribs and taking them up to the ceiling fixture.

GREEN FACE POWDER.

Do you know that the very latest in face powders is—green? It sounds revolting, but it gives a very fresh, clear appearance to the skin by artificial light. Of course, it is a very faint, pale shade of green, but it is quite definitely green and not white. It has been found that dead-white powder gives a floury, artificial look, whereas a pale green gives a softer, more transparent effect which is exceedingly becoming.

THE NEW CURLS.



Showing the new hyacinthine curls which are predicted as a modification of the shingle. The comb which keeps them in place is in suite with the rest of the jewellery.

CORSET FASHIONS.

FOR SLIM AND HEAVY
FIGURES.

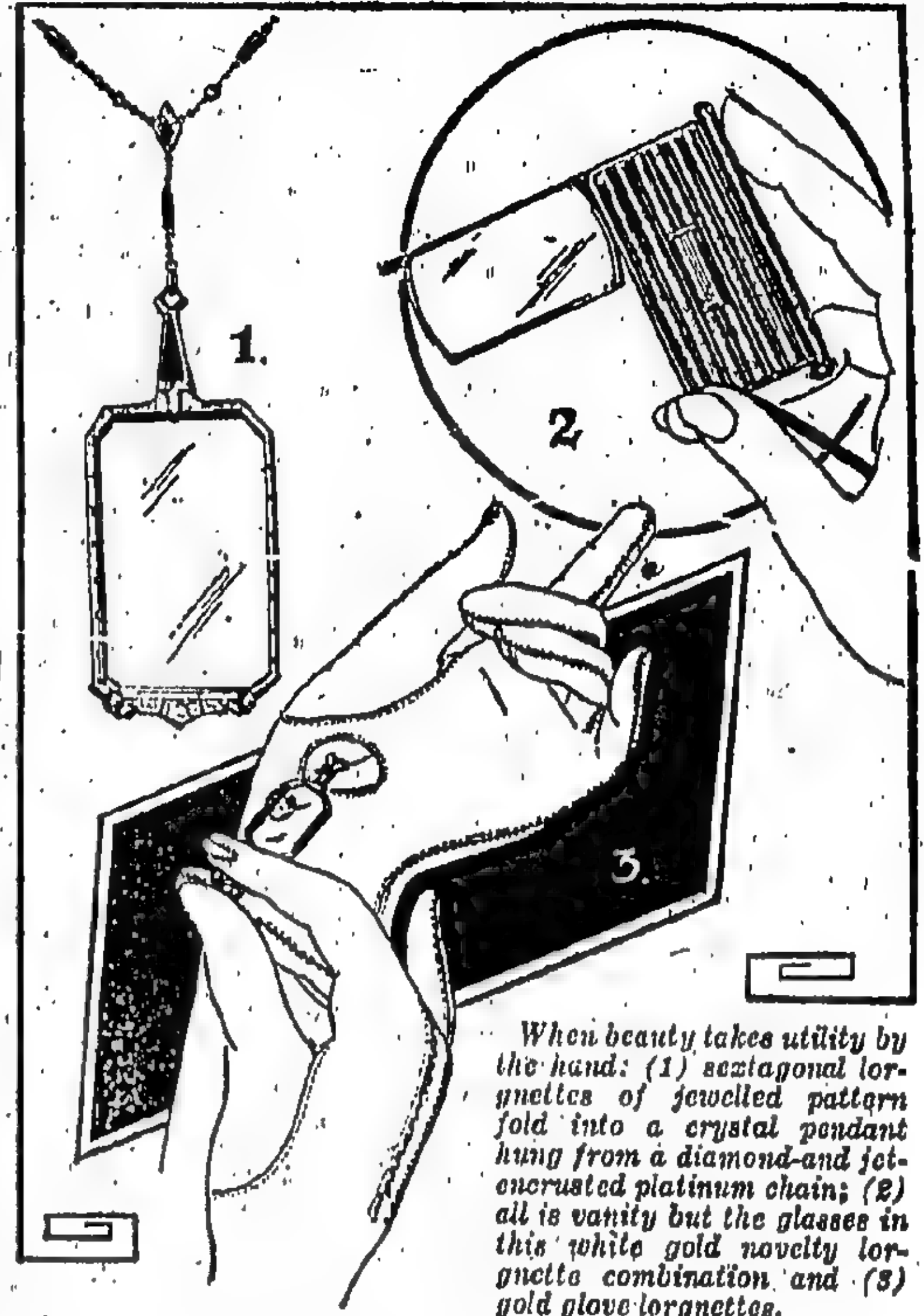
"The right way to adjust a corset is to pull it up in the front and down at the back," said an expert at a London store. "This prevents the diaphragm from bulging over the top of the corset. The flesh naturally has to go somewhere, and in my opinion it is easier to disguise when it is allowed to go below the diaphragm than when it is pushed above it."

"Corsets that have a side fastening are very good choice, because in these models the surplus flesh is dispersed to the side. A popular model for dance wear consists of a brassiere and suspender-belt, on to which knickers are buttoned. But this should not be worn by very heavy figures, because there is not sufficient compression at the hips. Brassieres that extend to a little way over the hips are preferable, because these do not break the line of the figure."

Plainer Shoes.

Apropos of shoes, there is a tendency to revert to plainer styles and one sees strap shoes combining two tones of kid, with the colours running in stripes, and, in this instance, the lighter of the two colours must match the stockings. Patent leather is worn a good deal nowadays, especially with a black frock. Very light stockings have given place to darker shades when black patent leather shoes are worn. "Gun-metal" and "pewter" are smart, while coconut and "mushroom" shades are now worn with brown toned shoes.

COMBINE OF UTILITY AND BEAUTY.



When beauty takes utility by the hand: (1) a rectangular lorgnette of jewelled pattern fold into a crystal pendant hanging from a diamond and jet-encrusted platinum chain; (2) all is vanity but the glasses in this white gold novelty lorgnette combination and (3) gold glove lorgnettes.

LORGNETTES.

ARE WINNING POPULARITY.

No longer is it possible for the haughty social leader to vanquish her young conferees completely by merely training her long-handled glasses on them. For they, as well as she, are apt to have lorgnettes. Indeed this season lorgnettes are quite the thing for those who see through a glass more clearly.

At the theatre, at the opera and when shopping, young women as well as older ones are seen wearing the new type of lorgnettes that are more an ornament than a badge of usefulness.

Genuinely Complimentary.

In line with all things that pertain to the realm of woman's wear,

ANOTHER LACE
MODEL.

Above is pictured a dainty lace frock. A chiffon rose of contrasting colour completes the scheme.

these new lorgnettes with their wide appeal, are genuinely complimentary—so lovely are they. From the old-fashioned awkward pair of glasses fastened stiffly onto the end of a short shell or gold handle to the modish lorgnettes of 1928 is a story of the evolution of grace.

Jewellers come to the aid of optometrists and lorgnettes appear as dainty costume jewellery until a spring is pressed to release the glasses for use.

One type of new lorgnette hangs like a crystal drop from its diamond and jet-encrusted platinum chain. The actual frame of the glasses folds back onto itself leaving a rectangular and slender outline for the lenses that is finely engraved and jewelled.

Other pendant lorgnettes fold into platinum or gold shells that may have jewels of rare value embedded in their surfaces. These are so finely fashioned that it is only when the spring has released the glasses that one suspects the dual role the beautiful pendants play.

For the woman who does not care for pendants, a novel glove lorgnette appears. This jewelled bit slips into the glove opening and for safety is attached to a wrist-rod of silk that matches its wearer's frock.

Still other novelties include the combination magnifying glass and vanity made of gold and worn on a bracelet as the glove lorgnette. There are lorgnette and pencil combinations for the purse, to suit the shopper who likes to jot down figures as she goes.

A Variety of Odd Shapes.

All of these take odd-shaped glasses. Some are primly square. Others bite off the corners, making pentagonal and even octagonal shapes. Many-sided glasses are stylish just now. Platinum is used frequently in fashioning these charming necessities, with white gold next in popularity. Delicate hand carving and chased patterns are good, with inlaid work of enamel, jet or jewels.

These beautiful innovations are all a part of this complimentary age. Heavy, noticeable glasses never add to a woman's charm. But these new dainties and eyeglasses of similar construction, make what might be a handicap to a chic woman an excuse for acquiring a genuinely enhancing bit of an accessory.

Avoiding Monotony.

New handbags follow the general trend of fashionable articles, and are made in less monotonous styles, though they are all still very simple. For that reason, there is no lack of variety in the new modes. A typical example is a bag of soft, fawn leather made on a broad frame of darker fawn, which is, by the way, strapless. The bag is tightly pleated for an inch or so from the top, and there is a little leather tag to aid one in opening it.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Jan. 19.

"Here is a dainty dress, very easy to make, and entirely of lace. Such a frock is always charming in a hot climate; while for London it is ideal for afternoon wear under a wrap coat, or even for semi-evening. The advantage of a lace frock is that it can be mended without shewing, should the worst happen, and it is very durable, considering its flimsy aspect. For a gown such as the one drawn on the right, you will need six and three-quarter yards of twenty-four inch flounce lace. The model, as it happens, is in string-colour, with a large pink chiffon rose on the hip; but one can imagine how delightful such a frock would look in black lace as a 'stand-by' garment. Under the string-colour was a pink satin slip; but in the matter of slips, you would of course suit your own taste, and possibly have two or three slips to lend variety—changing the flowers to match or tone accordingly.

Vanity Street.

When Stephanie told me that the lady in the small picture had "hyacinthine" curls, I was quite a long time before I connected up the curls with the petals of the flower; but this is evidently what is meant by the description. More than once, of late, I have seen it predicted that we are going to train our short back hair (which will necessarily have to grow a bit and be very awkward during the process) into a cluster of curls; and I cannot help thinking that this is a coiffure which is more picturesque than practical. However, be that as it may, the lady in our drawing looks exceedingly nice, and her curls are kept in place by a comb of tortoise-shell and emeralds, the latter jewel being repeated in ear-rings, necklace and bangles. Perhaps one had better not stress the engagement ring, as this is an idea of jewellery more or less on the knees of the gods, but when and if it does arrive, it should, if possible, be en suite! You will quite realise that women who wear this "matching" jewellery do not go in for very elaborate frocks. One would kill the other. Nevertheless, a plain frock and a considerable display of baubles constitute an interesting and becoming fashion.

Although I haven't received any pictures yet, I am hearing rumours of the new Spring millinery and I understand that we are to have a quaint combination of felt and flowers—which portends that our new season's hats will be a trifle more ornate than for several seasons—one might almost say years—past. Personally I think this blending of felt and flowers will have to be very attractively carried out in order to tempt us to forsake our cute little hats which, although they may make the duchess indistinguishable from the stenographer at first, and even second, glance, have the merit of making the pretty woman

or was ever likely to think—than which, I can imagine no greater compliment to the artist, who had dared to make the actress look at least fifty years old—or shall we say, in a peculiar sort of way, ageless. Epstein is beloved of pressmen (and woman) because he does not pose and make himself "precious."

I suppose someone was certain to dislike the design by Miss Scott for the Shakespeare Memorial Theatre, which was selected by the committee from seventy submitted, and I noticed someone writing to a newspaper and saying that if Stratford didn't need the proposed building as a theatre, it could be adapted as a county goal! Knowing nothing on the subject of architecture, and therefore coming to the subject with an open mind, I thought the design original and bold; worthy, in fact, of its object. I suppose the committee thought something of it, too. However, it is a platitude that it is impossible to please everybody.

The Street of Adventure.

Something which will please most of you in the book line is Gilbert Frankau's latest novel, which I have just finished reading, called "So Much Good" (Hutchinsons). Frankau, I know, is definitely one of those authors whom you either like or dislike with enthusiasm, but in any case, as he claims that his most recent work is a novel "in a new manner," I suggest that even the "anties" give it a chance. I have no fault to find with this book, and if I had, I would be inclined to waive the point because the author takes as his heroine a woman who lives an ordinary kind of life, full of the slings and arrows of outrageous fortune, which she meets with a philosophical outlook and goes on again. Not for one moment does the interest flag, although I consider that it reached its highest point somewhere about the middle of the book, and not at the extreme end, as is the conventional manner. There is an underlying sanity about Mr. Frankau's work, which captures the discriminating reader. On your library list with-out fail!



look chic and keeping the homely ones within bounds—if you get me.

Is That So?

Our artist—who has been a bit under the weather, and consequently isolated, sent me a picture of Epstein, saying "I'm not quite sure what's going on at the moment, but this fellow is always going something, and the public always like to see his picture." I find Epstein's work—and personality—two of the most interesting things I can think of off-hand, and although I do not profess to understand the inner spirit of the Bird Memorial in Hyde Park (about which there was such a terrible controversy some time ago) I am aware of the strength and originality of this sculptor's work. Sybil Thorndike, speaking of the head which Epstein did of her, which adorns the vestibule of any theatre where she may be playing, said that it expressed everything she had ever thought

THE BOYISH FIGURE.

HOW TO KEEP SLIM.

Experts who prescribe exercises for women whose ambition is to keep the "boyish figure" point out that while modern ballroom dancing will not help them, the movements of the native dance are effective.

It is to the native woman that one must look for perfection of bodily form—the easy, dignified pose, the absence of loose flesh, the firm hips and the general air of grace combined with strength. This is the view of at least one well-known writer on the subject, Mrs. Ettie Hornibrook.

And this perfection, she declares, is largely achieved and attained by dancing and walking.

The native woman walks with the quarter-turn of the hips, each alternately, and a rhythmical movement of the abdominal wall, both of which are incorporated in many of the special exercises devised to encourage the perfect figure and to rid the body of superfluous tissue.

Real Exercises.

Here is an exercise recommended to women who want to keep slim:

Lie on the back. Relax the abdominal muscles completely; draw a deep breath through the nostrils and allow it to distend the abdomen.

Then contract the abdomen slowly, expelling the air as far as possible, and finishing with the abdominal wall well drawn in.

Repeat this 10 or 20 times. Another favourite form of exercise is to sit cross-legged on the floor, gripping the right toes with the left hand, the left toes with the right, and then roll in a side-to-side, backwards and forwards movement, or with a circular movement.

Day of Bad Figures.

In spite of all women's efforts for the perfect outline, a well-known medical man, Dr. Hayden Brown, rather discouragingly declares that these are the days of notably bad figures. The contour, he says, are pitifully defective, and curves which should be naturally free are bound down in order to make straight lines.

Exercise and wise diet are, of course, the real ways of achieving the boyish figure.—Daily News.

THIS WEEK'S RECIPE.

AMERICAN LEMON PUDDING.

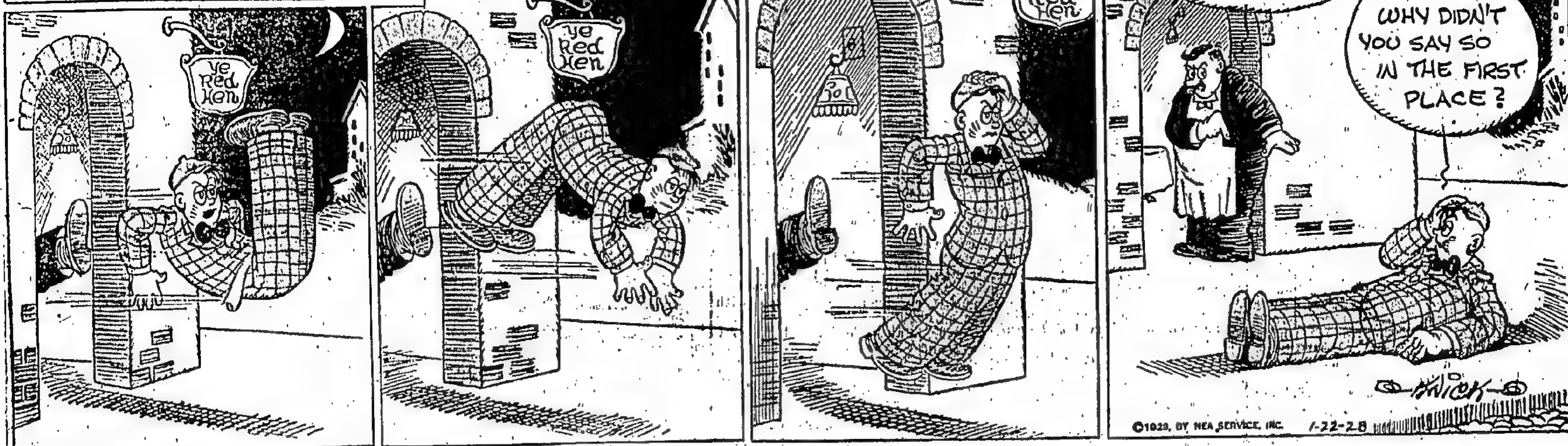
Mix 8oz. flour with 6oz. finely chopped suet. Add the grated rind of two lemons and the juice of one, and a half teaspoonful of grated nutmeg. Beat the yolks of two eggs and add them to the mixture, then the whites beaten stiffly. Butter a basin, turn in the mixture, tie down and boil for three hours. Serve with sweet or lemon sauce.

THE LACE MODE.



A charming example of the modish lace evening gown: shell pink lace over a foundation of shell pink triple nylon, with a dainty picot-edged yoke of transparent nylon.

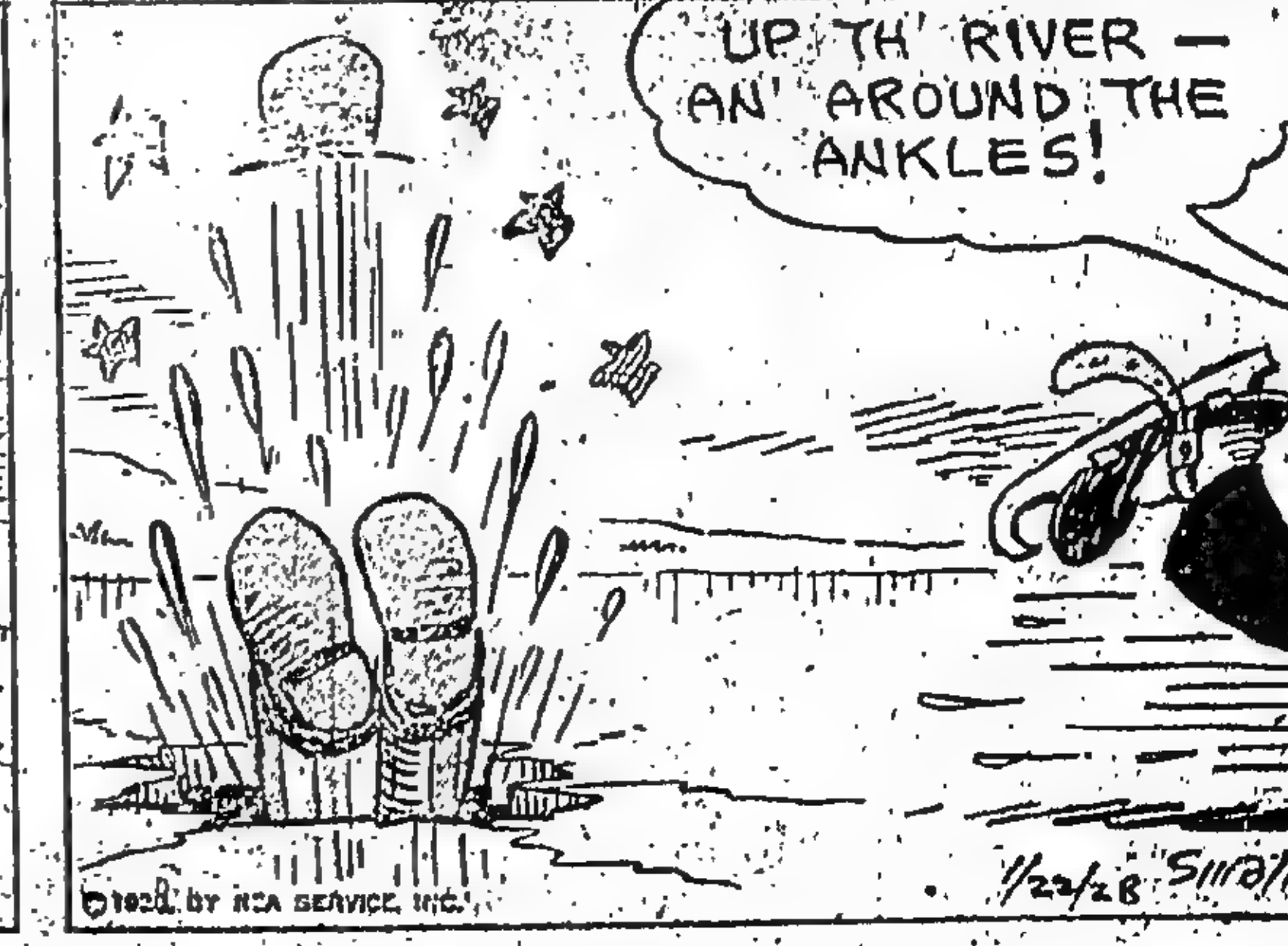
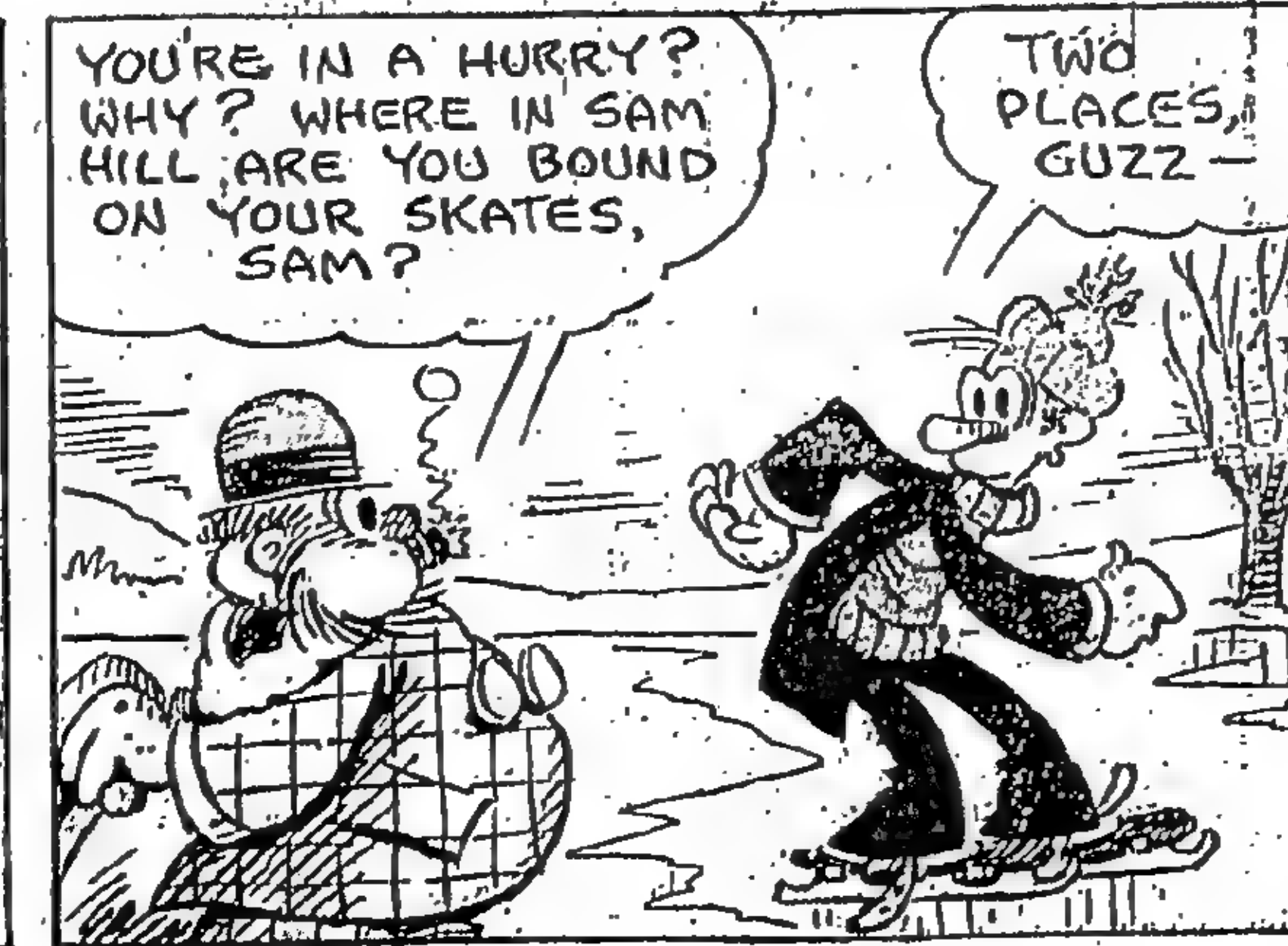
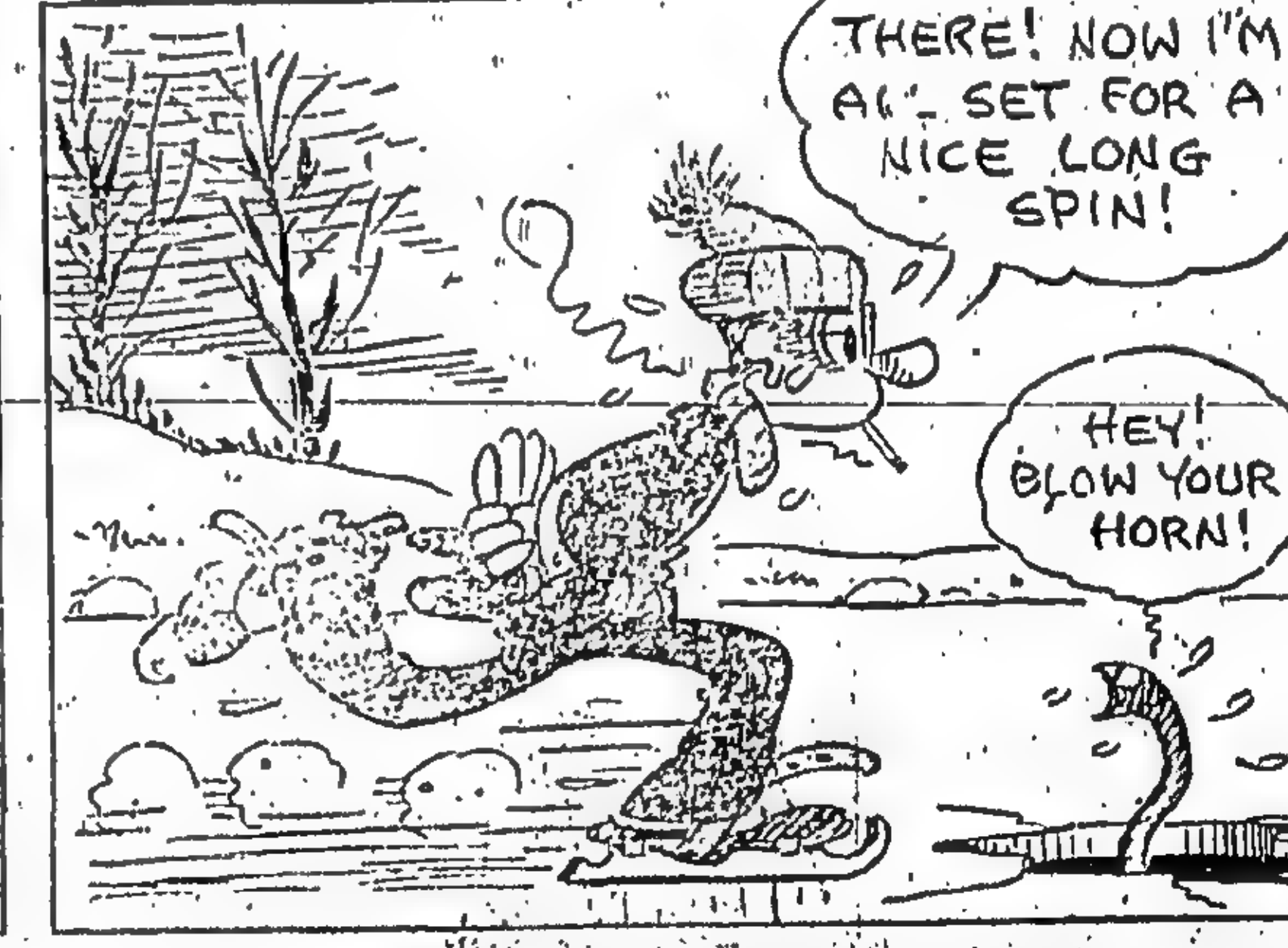
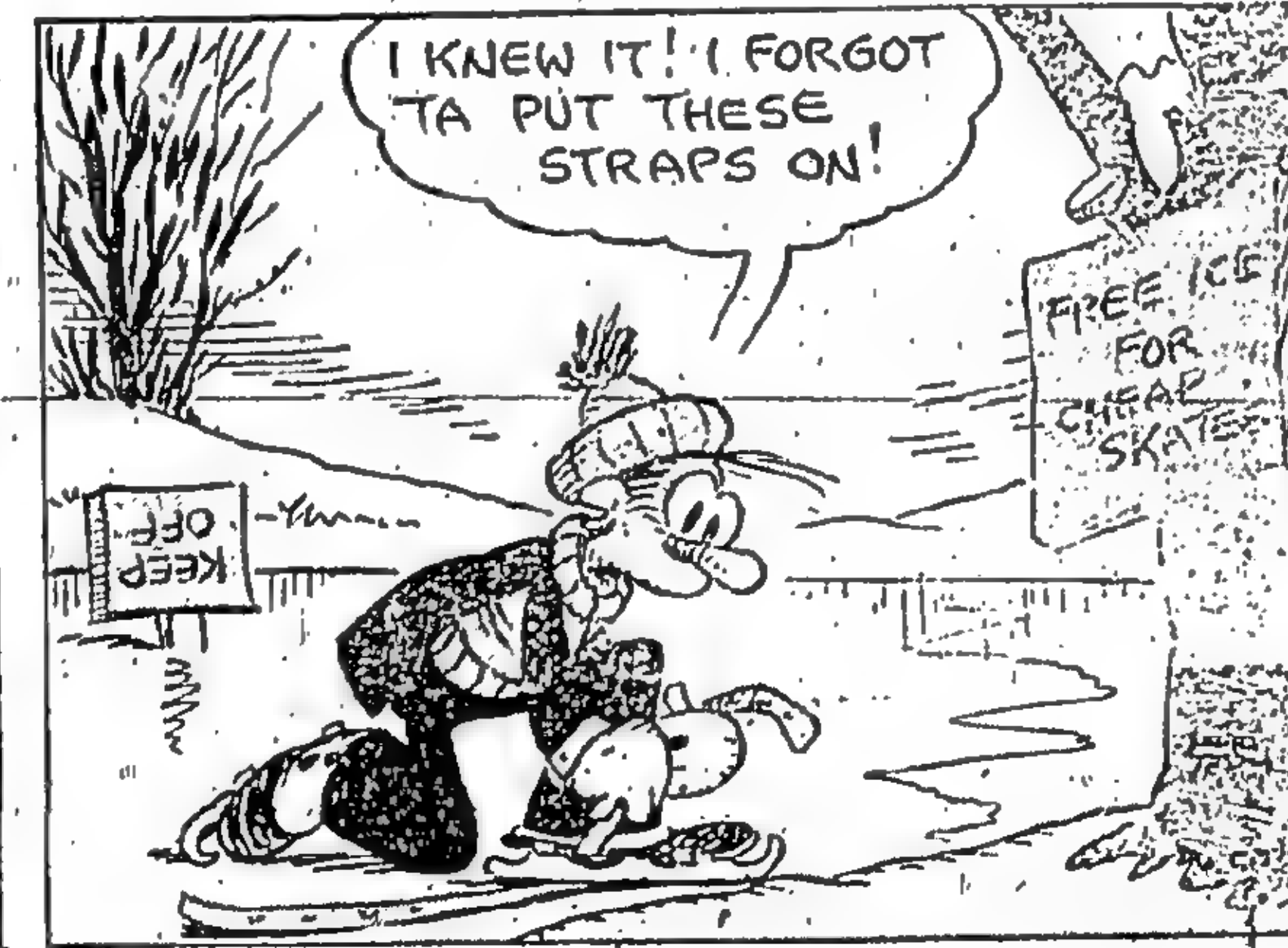
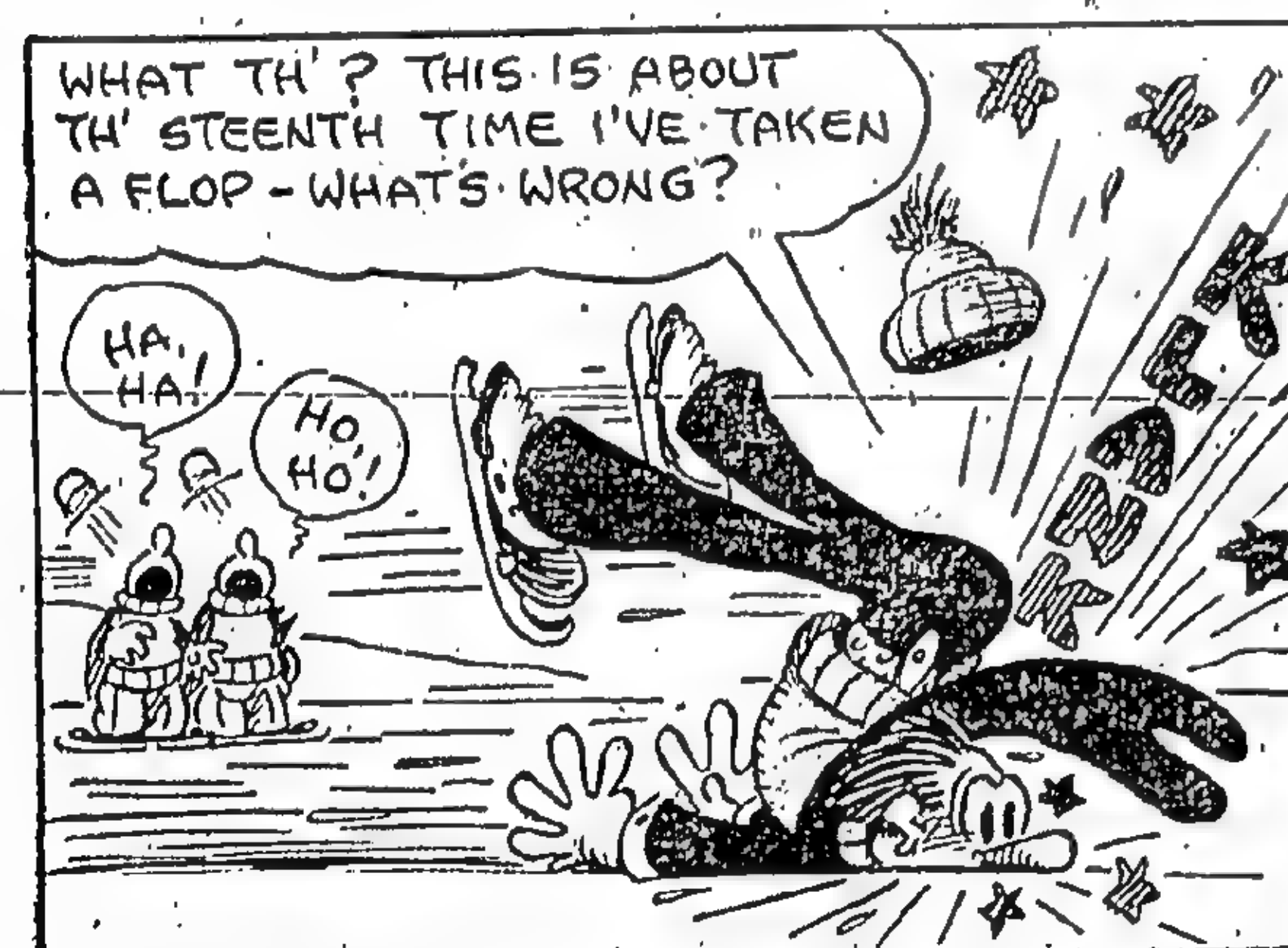
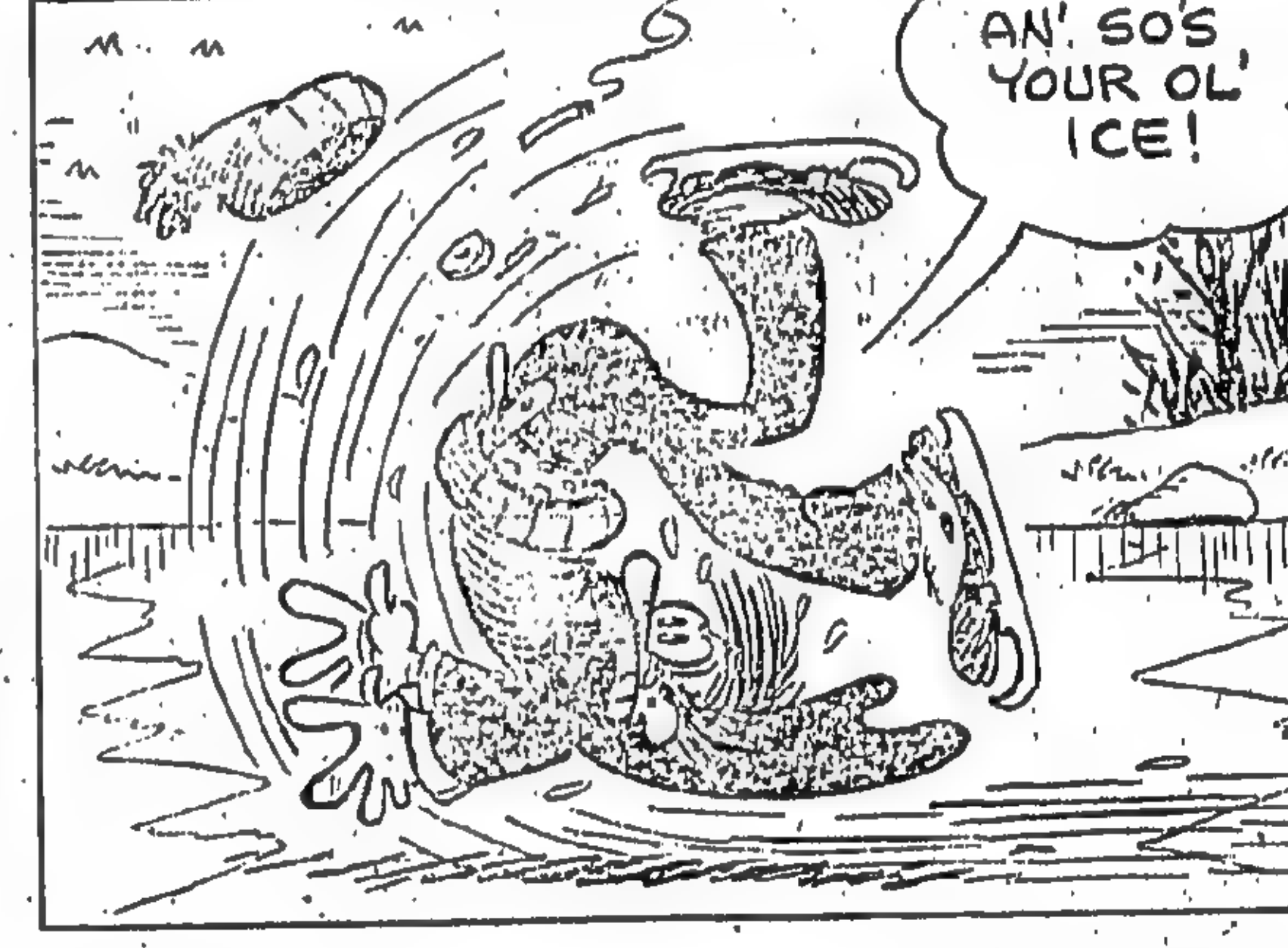
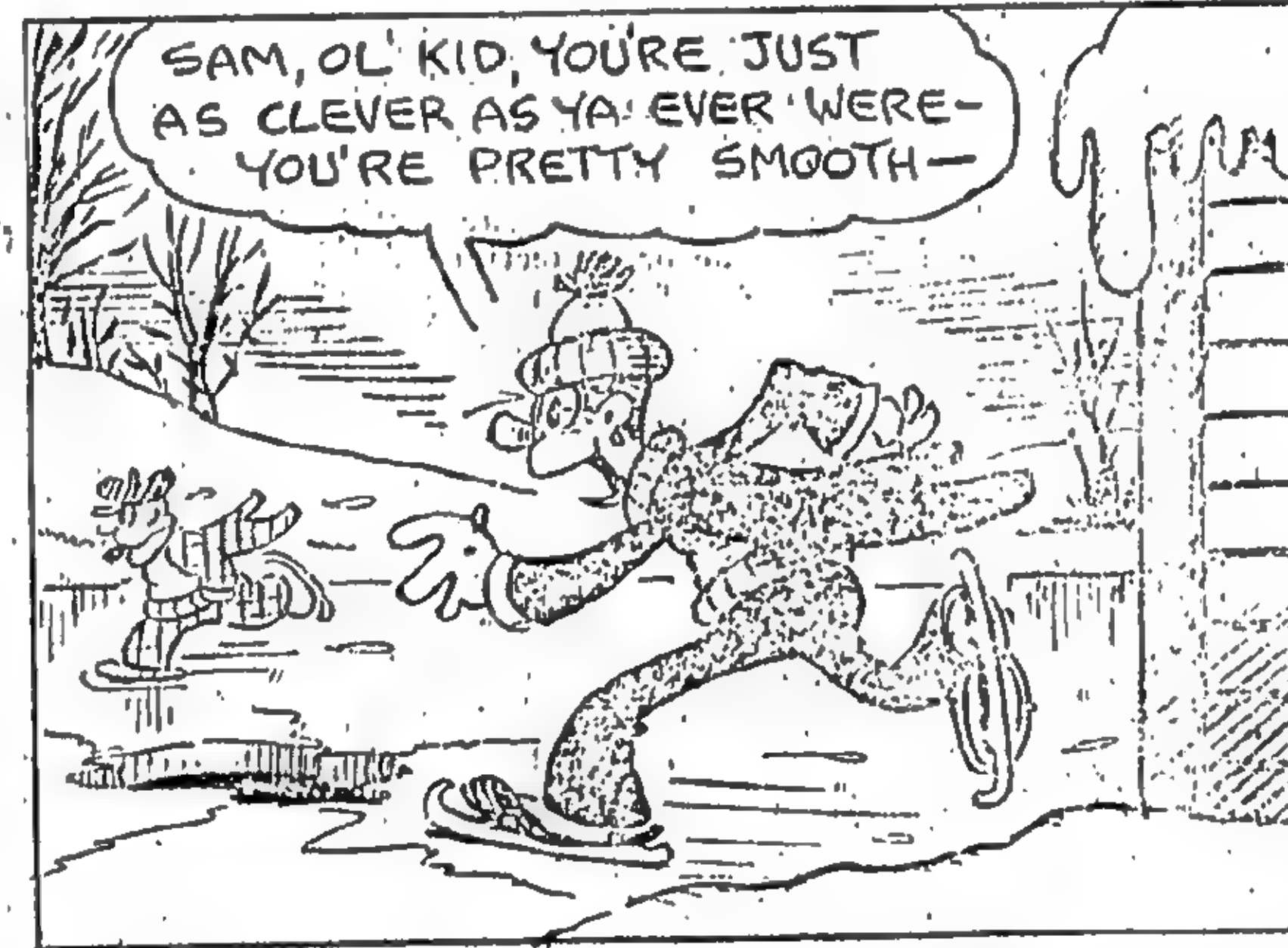
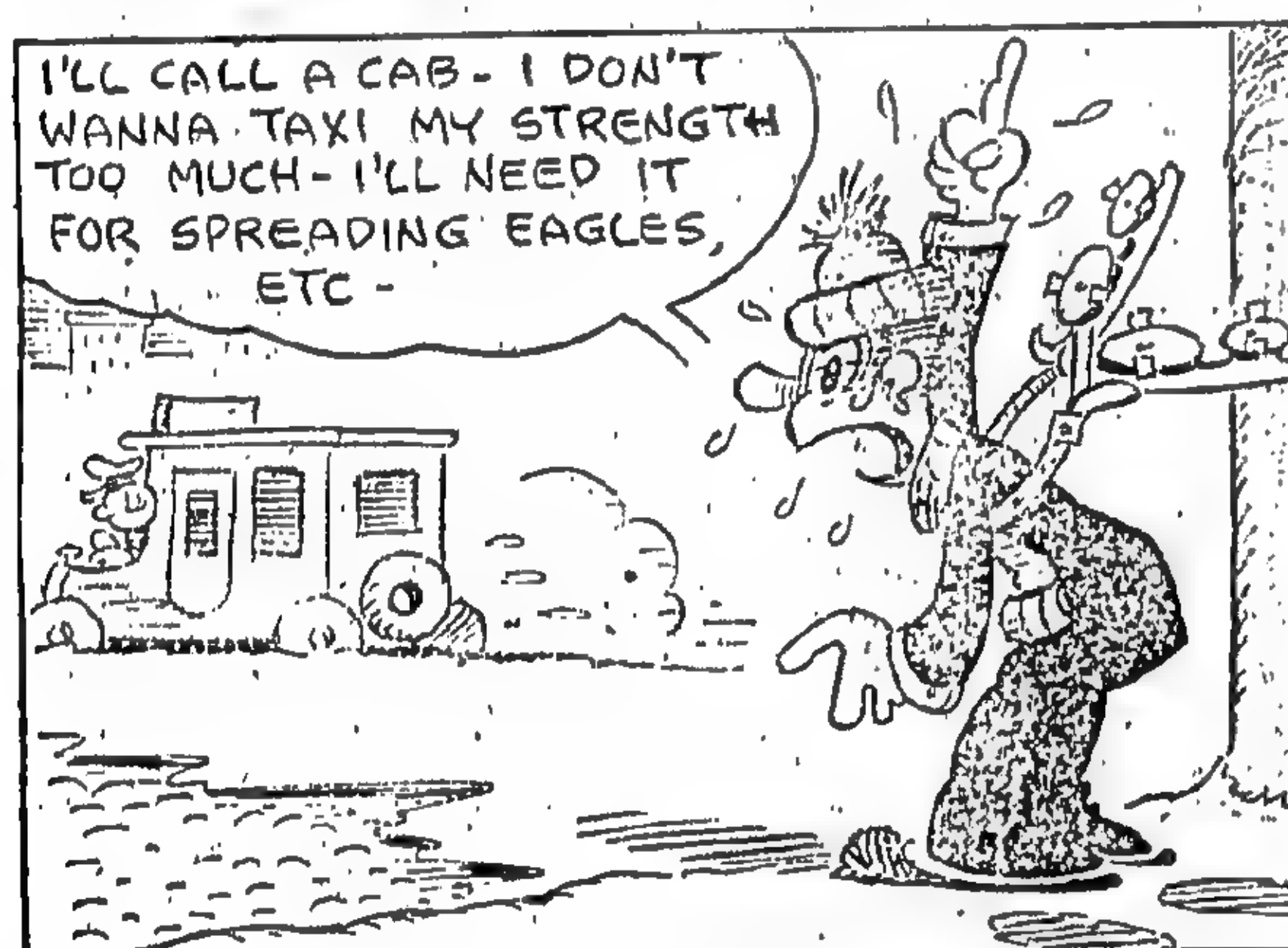
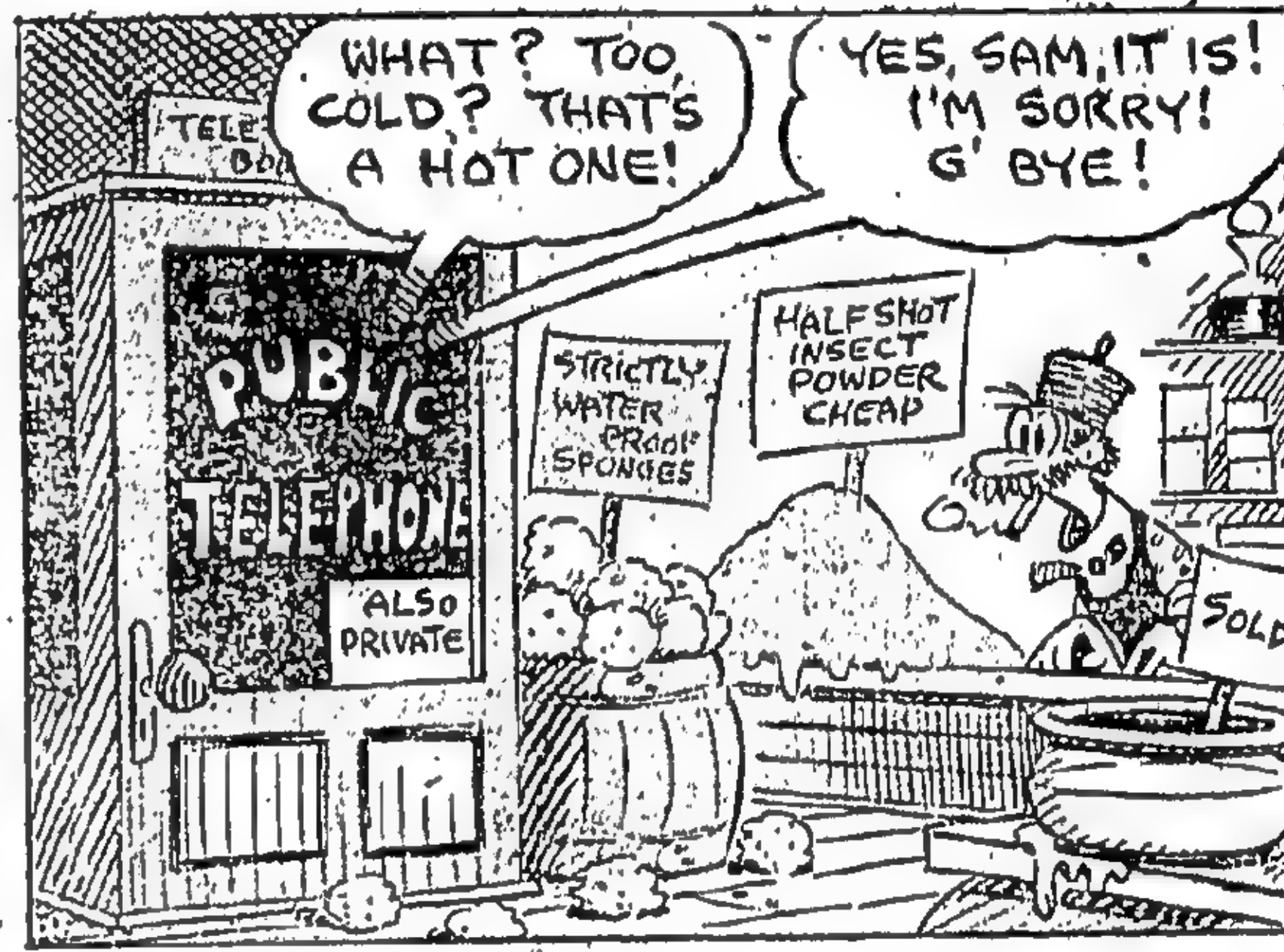
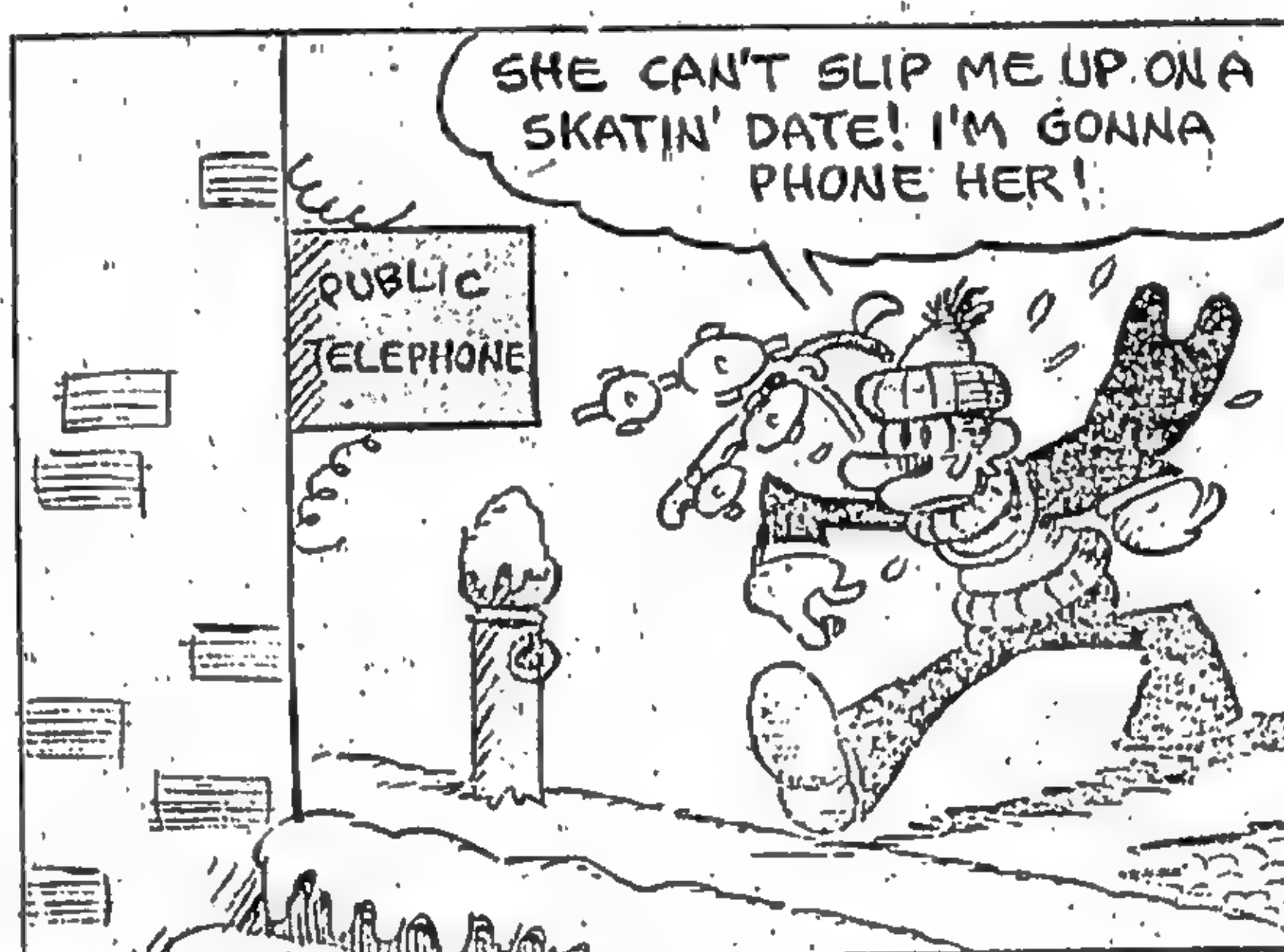
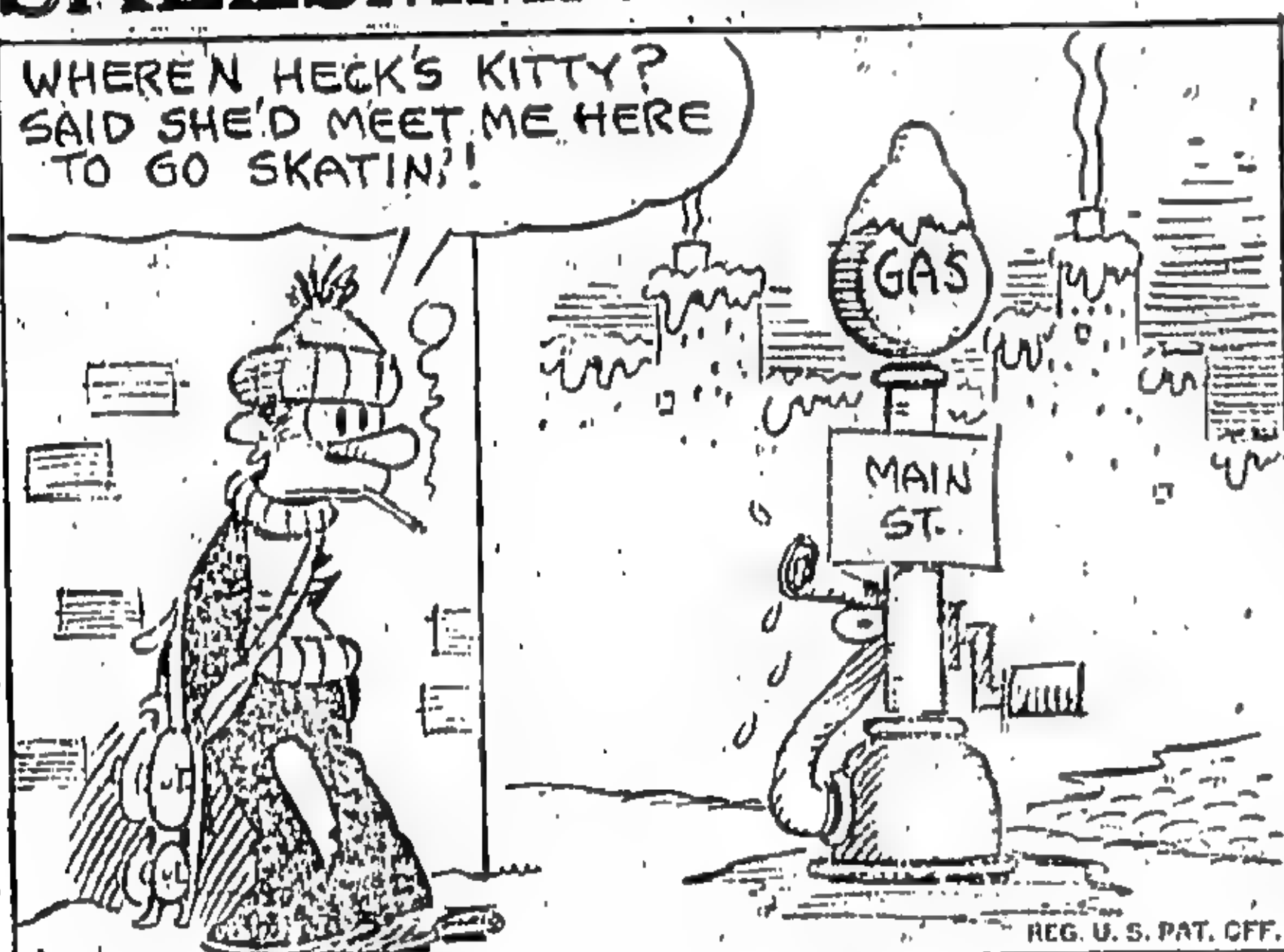
T. DISRAELI (DIZZY) DUGAN



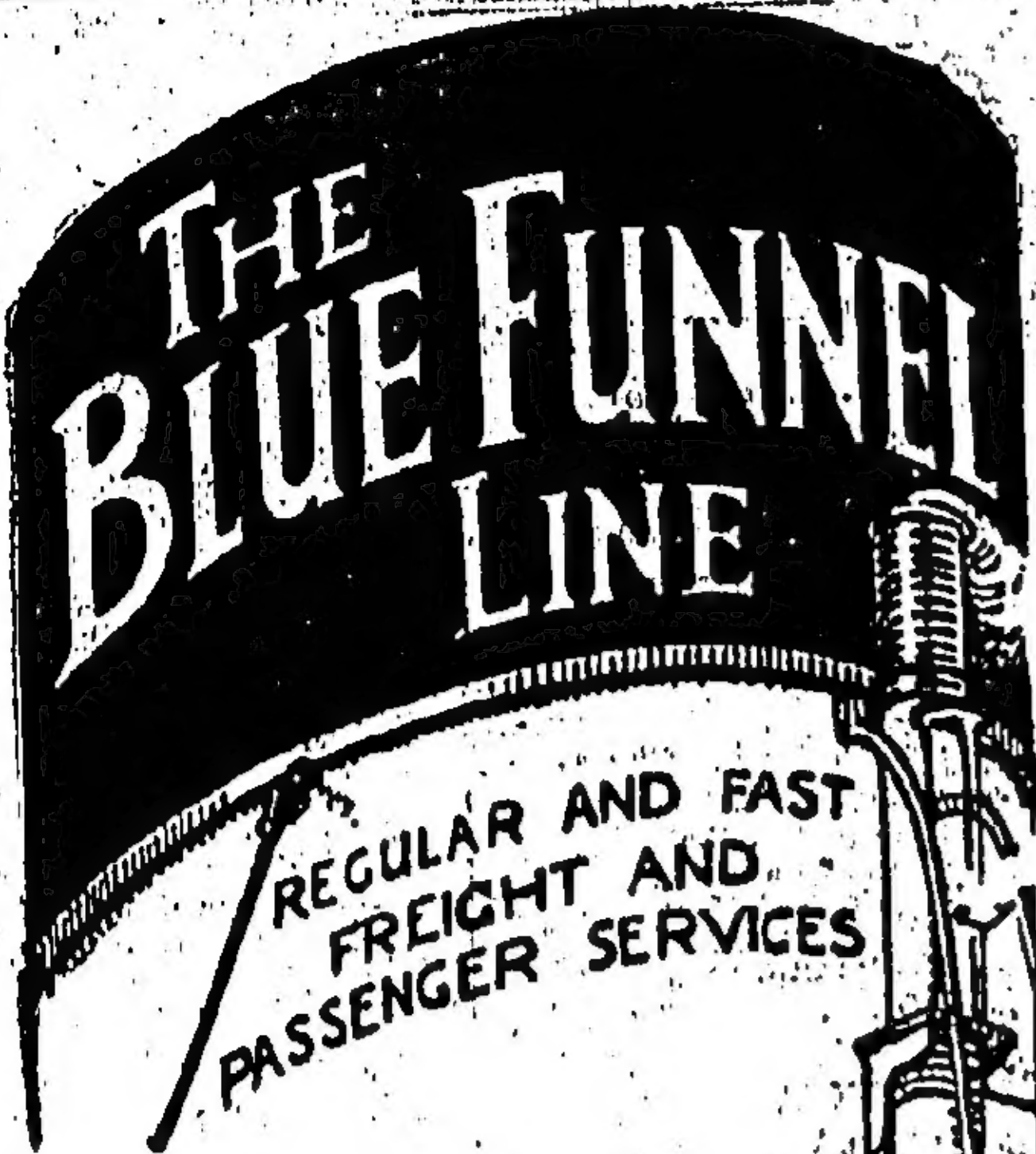
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SALESMAN SAM

By Small



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"GLADUS" 6th Mar. Mar'les, London, R'dam & Hamburg
 "PHILOCTETES" 20th Mar. Mar'les, London, R'dam & Hamburg
 "AENEAS" 3rd Apr. Mar'les, London, R'dam & Glasgow
 "SARPEDON" 15th Apr. Mar'les, London, R'dam & Glasgow
 * Via Casablanca.

LIVERPOOL SERVICE

"AQUILLUS" 5th Mar. Havre, Liverpool & Glasgow
 "POLYPHRON" 1st Apr. Genoa, Havre, Liverpool & Glasgow
 "BELLEROPHON" 20th Apr. Genoa, Havre, Liverpool & Glasgow
 "OIKESTES" 15th May Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

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 "TEUOER" 10th Mar. Victoria, Vancouver & Seattle
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"BIERUS" 6th April ... New York, Boston & Baltimore
 "LAOMEDON" 1st June ... New York, Boston & Baltimore

PASSENGER SERVICE

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 "SARPEDON" 19th April ... Singapore, Marseilles & London
 "PHILOCTETES" 16th May ... Singapore, Marseilles & London
 "ANTENOR" 13th June ... Singapore, Marseilles & London

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Pres. Polk ... Sun., Mar. 11, 8 a.m. Pres. Harrison ... Sun., Apr. 22, 8 a.m.
 Pres. Adams ... Sun., Mar. 25, 8 a.m. Pres. Monroe ... Sun., May 6, 8 a.m.
 Pres. Garfield ... Sun., Apr. 8, 8 a.m. Pres. Wilson ... Sun., May 20, 8 a.m.

To MANILA

Pres. Jefferson ... Mar. 5th, 6 p.m. Pres. Lincoln ... Mar. 19th, 6 p.m.
 Pres. Polk ... Mar. 11th, 8 a.m. Pres. Adams ... Mar. 25th, 8 a.m.
 Pres. Grant ... Mar. 13th, 6 p.m. Pres. Cleveland ... Mar. 27th, 6 p.m.

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SCHOOL PRIZES.

ST. STEPHEN'S COLLEGE FUNCTION.

The annual distribution of prizes of the St. Stephen's College, was held in the G. S. College Hall last night, Mrs. Mok Kon-sang presenting the awards.

Prior to asking Mrs. Mok the headmaster the Rev. W. H. Hewitt reading the annual report said:

Acting Warden's Report.

The report was presented by the Rev. E. W. L. Martin, M.A., Acting Warden, and rendered in Chinese by Mr. A. Ling, B.A., the Chinese Headmaster. It stated, in part:

The year 1927 has shown an increase in boarders, the number now being 57, out of a total of 160 boys. Many day-boys will become boarders, I believe, when larger accommodation is provided.

The Chinese studies are improving under the organization of Mr. A. Ling, B.A., the Chinese Headmaster, and Mr. C. H. Tam, B.A., aided by Messrs. Li Hei-nga and Kwan Siu-kui. We have again to thank Sir Shou-son Chow for his generously donating special prizes to encourage the Chinese studies of our students.

English studies have had successes in different branches such as Electricity and Magnetism, Arithmetic and English, in which subjects distinctions were awarded to our students in the recent Matriculation and Senior Examinations. Wan Tso-shing should be congratulated on his distinction in English, which is not easy for Chinese students to win. Among the Junior candidates, Ling Sung-kui, son of the Chinese Headmaster, should be mentioned for distinctions in Arithmetic, Science, and Biblical Knowledge.

The year 1928 is the twenty-fifth year of the College. To celebrate this occasion the Old Boys Committee are arranging a Dinner for Tuesday, April 3, which they hope all Old Boys who can do so will attend. It is also hoped to arrange some other form of celebration later in April to which all who are interested in the welfare of the school may be invited.

Rev. Hewitt thanked Mrs. Mok for distributing the prizes and hoped that she would some day give away the prizes at the school at St. Stephen's. Referring to the Yek Chi Girls' School, the speaker said that Mrs. Mok was the patron and he expressed the hope that she would suggest to Mr. Mok to have the Great Hall named after him.

The Prize List.

Gold Medal for Dux of School: Chau Woon-nin.

Form VI: Dux and 1st in English, Mathematics, Geography and Science, Chau Woon-nin; 1st in Chinese, Au Yeung-hung; 1st in Scripture, Chung Mung-chiu; Equal 1st in History, Lo Wing-tsun; 2nd in School, and in English and Geography and 1st in History, Chau Hung-nin.

Form V: Dux and 1st in English, Scripture, Geography, History and Science, Ling Sung-kui; Chinese, Leung Tin-yuen, Lau Kwan, and Li Hin-lung; 2nd in Class and History and Scripture, Yeung Se-king; 2nd in Mathematics and Geography, Chin Wong-fat; 1st in Mathematics, Tan Chu-sung.

Form IV: Dux and 1st in Scripture and English, Lai Hau-sik; 1st in Geography and History, Lee Hui-nin.

Gold Medal for Dux in Chinese, Wong Tso-tong.

Class A: 1st, Wong Tso-tong; 2nd, Choi Kai-ming; 3rd, Lai Hau-sik.

Class B: 1st, Cheng Yam-ting; 2nd, Lau Po-wing; 3rd, Lo Ting-on.

Class C: 1st, Chua Tek-hong; 2nd, Li Ka-nok; 3rd, Chung Chiu-tung.

Lower B: 1st, Kam Cheung-ying; 2nd, Fan Chi-chiu; 3rd, Au Yee-suen.

Lower C: 1st, Li Hon-fan; 2nd, Li Ping-yu; 3rd, Tang Wah-hin.

Scholarships.

Mok Kon-sang Scholarship: Ling Sung-kui.

Barnett Scholarship: Ling Sung-kui.

Tan Chu-sung.

Wei On Scholarship: Chau Woon-nin.

Chau Hung-nin.

KING OF AFGHANISTAN.

MAY MAKE FLIGHT.

London, Mar. 2.

King Amanullah's next engagement after the conclusion of his brief state visit to the King and Queen will be a comprehensive air display, which will include the inspection of all branches of military and civil aviation. Full details of the programme have not yet been arranged but it is understood they will provide for the visit of the King and his suite to the Buckingham Palace, where the largest technical school of aviation in the world is situated. After its inspection King Amanullah will proceed to London, where at the Royal Air Force Headquarters a display of formation and "stunt" flying will be given. If time permits, and other circumstances are favourable the King will then visit Croydon, where he will have an opportunity of studying the advances made in civil aviation.

The new terminal buildings at the Croydon Air Force Works are now in use and these will be inspected, together with the wireless controlled lighthouses, and other direction finding services. Representative commercial machines will also be inspected and a special exhibit of rapidly widening uses of air survey will be arranged in one of the rooms in terminal block.

Among machines on view will be De Havilland Moths and Avro Avian aeroplanes. Possibly King Amanullah will make a flight during his visit to Croydon.—*British Wireless.*

Ngak; 1st in Mathematics, Lau Po-wing; 1st in Science, China Tek-hong.

Form III: Dux and 1st in English, and Geography and Hist., Wong Tso-tong; Equal 1st in Scripture, Choi Kai-ming; 1st in Arithmetic, and equal 1st in Scripture, Cheng Yam-ting; 1st in Algebra and Geometry, Lo Kwong-mia.

Form II: Dux and 1st in Scripture and Geography, Lee Wal-yung; 2nd in English, Fung Kam-chuen; 1st in English, Kwok Ying-chiu; 1st in Arithmetic, Cheng Yam-yue; 2nd in English and Geography, Fan Chi-chiu; for Progress, Tang Pik-chee.

Form I: Dux and 1st in Scripture and English I, Au Yee-suen; 1st in English II, Chang Shin-fook; 1st in Arithmetic, Li Hon-fan; for Progress, Chan Kai-ling and Kam Cheung-ying.

Chinese Sets.

Gold Medal for Dux in Chinese, Wong Tso-tong.

Class A: 1st, Wong Tso-tong; 2nd, Choi Kai-ming; 3rd, Lai Hau-sik.

Class B: 1st, Cheng Yam-ting; 2nd, Lau Po-wing; 3rd, Lo Ting-on.

Class C: 1st, Chua Tek-hong; 2nd, Li Ka-nok; 3rd, Chung Chiu-tung.

Lower B: 1st, Kam Cheung-ying; 2nd, Fan Chi-chiu; 3rd, Au Yee-suen.

Lower C: 1st, Li Hon-fan; 2nd, Li Ping-yu; 3rd, Tang Wah-hin.

Scholarships.

Mok Kon-sang Scholarship: Ling Sung-kui.

Barnett Scholarship: Ling Sung-kui.

Tan Chu-sung.

Wei On Scholarship: Chau Woon-nin.

Chau Hung-nin.

CAR'S DIVE FROM PIER.

SYCE'S REMARKABLE ESCAPE AT KEPPEL HARBOUR.

A Malay motor car cleaner had a remarkable escape from almost certain death recently, when a car which he was driving went over the end of a Keppel Harbour pier, and was lost in the sea.

The car belonged to a European employed in the Johore Customs. The syce had driven it up from Johore Keppel Harbour, to meet the owner, who was doing the journey by launch.

In the absence of the syce, the Malay drove it on to the pier at No. 2 dock, to be out of the way, he states, of other traffic.

For some reason which he does not explain, he apparently made no attempt to pull up till he had reached the sea end.

There, he says, the brakes failed to act, and the car continued its passage—over the end of the pier and into the sea, eight feet below.

The car turned over as it dropped, and it is to this fact that the man owes his remarkable escape. He was thrown clear, before it reached the water and was lost to sight, and swam to the pier steps.

The accident had a sequel in the Police Courts in a charge against the cleaner of driving a motor car without a licence. He was fined \$1, in default one day's simple imprisonment by Mr. C. H. Decker, the Third Police Magistrate.

The depth at the spot at which the car sank is 20 feet. It was brought out by the Singapore Harbour Board.

F.B.I. PRESIDENT.

NOMINATION OF SIR ROWLAND BLADES.

Sir Rowland Blades has been nominated President-elect of the Federation of British Industries for the coming year, in succession to Lord Gairford. The nomination was made at a meeting of the Grand Council of the Federation.

Sir Rowland Blades will be the first representative of the printing trades to hold the presidency of the Federation. He is the head of the firm of Blades, East and Blades, which was founded in 1821 by his grandfather.

Born in 1868, Sir Rowland became associated with the family firm in 1886. In 1922 he was made a Baronet, and was created G.B.E. at the expiry of his Lord Mayoralty last year.

His nomination for the presidency will come before the general meeting of members of the Federation in March.

London, Mar. 2.

The Lord Chancellor, Viscount Cave, who underwent an operation yesterday, is reported to have passed a comfortable night.—*British Wireless.*

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM AND CONTINENT

"CITY OF MADRAS" ... Havre, London, R'dam & Hamburg ... 25th March.
 "CITY OF GLASGOW" ... Havre, London, R'dam & Hamburg ... 21st April.
 "CITY OF EASTBOURNE" ... Havre, London, R'dam & Hamburg ... 25th May.

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"KAZEMBE" ... Leave Singapore ... 7th May.

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 "CITY OF CARLISLE" ... via Suez Canal ... 18th May.

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"TINHOW" ... 20th April.

Loading for Mauritius, Diego Bay, Darban, Port London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.

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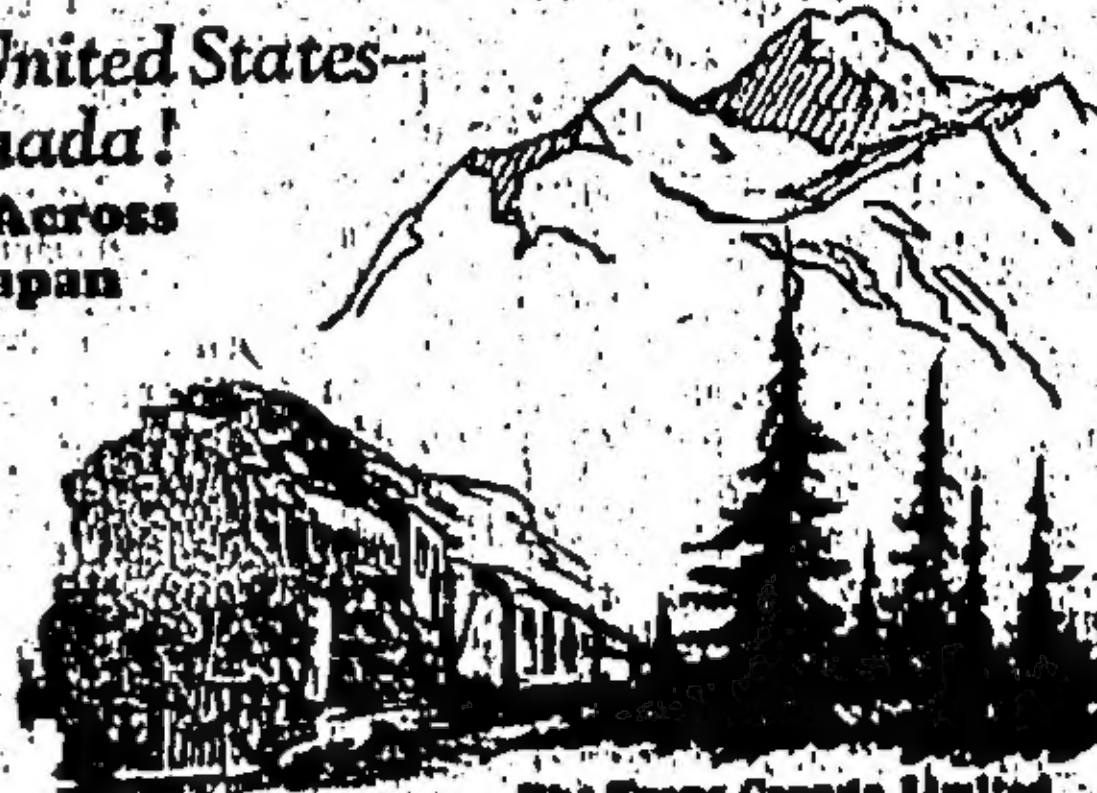
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S.S. "LYCAON" ... via Suez Canal 9th Mar.

S.S. "CITY OF DURHAM" ... via Suez Canal 20th Mar.

S.S. "RHESUS" ... via Suez Canal 6th Apr.

S.S. "CITY OF DUNKIRK" ... via Suez Canal 20th Apr.

S.S. "CITY OF CARLISLE" ... via Suez Canal 18th May.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

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M.V. "CEYLON" ... 16th March

M.V. "SUMATRA" ... 16th April

SHANGHAI, JAPAN PORTS and VLADIVOSTOCK.

M.V. "SUMATRA" ... 10th March

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\$120, \$112, \$110, \$102, \$83 via SAN FRANCISCO
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 6th Mar.
Siberia Maru (Calls Los Angeles)	Tuesday, 20th Mar.
Taiyo Maru	Tuesday, 20th Mar.
LONDON via Singapore, Suez, Marseilles & Ports	Saturday, 10th Mar.
Atsuta Maru	Saturday, 24th Mar.
Kashima Maru	Saturday, 24th Mar.
SYDNEY & MELBOURNE via Manila & Ports	Wednesday, 21st Mar.
Tango Maru	Wednesday, 21st Mar.
Aki Maru	Wednesday, 25th Apr.
BOMBAY via Singapore, Penang & Colombo	Thursday, 15th Mar.
Tokushima Maru	Thursday, 15th Mar.
Sado Maru	Saturday, 10th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama	Thursday, 15th Mar.
Anyo Maru	Thursday, 15th Mar.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports	Tuesday, 10th Apr.
Hakata Maru	Tuesday, 10th Apr.
NEW YORK and/or BOSTON via PANAMA	Saturday, 10th Mar.
Takatsuki Maru	Saturday, 10th Mar.
LIVERPOOL via Singapore, Colombo, Port Said & Ports	Saturday, 10th Mar.
Lyons Maru	Saturday, 10th Mar.
CALCUTTA via Singapore, Penang & Rangoon	Saturday, 3rd Mar.
Yamagata Maru	Friday, 9th Mar.
RAIO Maru	Friday, 16th Mar.
SHANGHAI, KOBE & YOKOHAMA	Saturday, 3rd Mar.
Awa Maru	Saturday, 3rd Mar.
Suwa Maru	Monday, 5th Mar.
Ceylon Maru (Mojil Direct)	Tuesday, 13th Mar.

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Tjikarang	S'hai, K'lung	5th Mar	7th Mar	Batavia
Tjimanoeck	Java, Moser	12th Mar	14th Mar	Amoy, N. China
Tjilwang	N. China	12th Mar	14th Mar	Mosier & Java
Tjibodas	Java, M'ila	15th Mar	17th Mar	Swatow & Saigon
Tjisondari	Batavia	15th Mar	18th Mar	Amoy, Shanghai & Keelung
Tjisaroes	S'hai, K'lung	19th Mar	21st Mar	Batavia

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TO KORE via AMOI, MOJI & OSAKA	Namsang	Wed. 14th Mar at 7 a.m.
TO CANTON	Hangsang	Tues. 6th Mar at 7 a.m.
TO STRAITS & CALCUTTA	Fooksang	Satur. 10th Mar at 3 p.m.
TO SANDAKAN	Mausang	Satur. 10th Mar at 3 p.m.
TO TIENTSIN	Yusang	Mon. 5th Mar at 10 a.m.

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TOWBOAT PIRATED.

GUARDS JOIN PIRATES AND LOOT VESSEL.

The story of the capture of a Macao-Dichol passenger and cargo boat by pirates last Monday in Tai Sar waters reached Hongkong yesterday.

The Chinese towboat, the Yuen Yuen Hing, belonging to the Chinese Shipping Company, Yuen Yuen, of Macao, left that port on Monday morning for Dichol carrying more than one hundred passengers and some cargo.

According to the scanty information received, while the towboat was off Tai Sar, four of the Chinese guards, together with six pirates, disguised as passengers, suddenly attacked the Chief Guard, a man named Chen Yau, and killed him, throwing his body into the sea.

More Pirates.

After they had succeeded in subduing the Chief Guard, more pirates arrived from shore in sampans and boarded the towboat. In ransacking the ill-fated craft, the pirates paid most attention to the room of the shroff and took all the money they could find.

The pirates then sailed the towboat to a place called Mok Chow, abandoning it there and made good their escape with the booty, kidnapping thirty passengers and four seamen. Fortunately the pirates did not touch any of the cargo. Seamen of the Yuen Yuen Hing immediately reported the case to the troops of the 13th Canton Division, some of which were stationed at the vicinity of Mok Chow. Some soldiers are known to have commandeered a steam launch to scour the near-by waters endeavouring to locate the pirates, but so far there have been no reports of any arrests.

The steam launch Wing Chuen, which towed the vessel on that fatal trip, is stated to be missing, and was apparently captured by the pirates.

M.C.L. CONCERT.

GARRISON CHILDREN'S FAIRY PLAY.

Organised by the Military Branch of the Ministering Children's League, a concert was given at the R. E. Theatre, Wellington Barracks, last evening, by the staff and pupils of the Garrison Schools and proved a great attraction to many parents and youngsters who gathered there. Judging by the attendance the League funds should be greatly augmented.

The first part of the programme was given over to songs and scenes. Of this the outstanding features were "The Wooden Soldiers" in which K. Turner, R. Stock, T. Hargrave, J. Grossman, A. Lea, H. Harrison, W. Summons, J. Ursell, G. Budden and G. Gull took part, and "The Soldiers Courtesan" with J. Leppard, N. Crossan, J. Hayes, C. Sully, T. Hargrave, J. Grossman, H. Summons and A. Lea, as the performers. The School Choir, the Juniors and the Infants, also held the stage, as did J. Hall in a recitation and C. Bower and A. Dinnen in the prologue.

The second half of the programme was devoted to a fairy play, with the Man in the Moon, a Fairy Queen, Mother Goose, Father Christmas and a generally appreciated collection of miscellaneous fairies, sprites and bygone children.

It was the nearest thing to a pantomime that many of the young members of the audience had ever witnessed and they were quick to show their approval. The sophisticated elders were as ungrudging in their praise and the little performers must have felt themselves well rewarded for their effort in a good cause.

The players in this Peter Panish drama were—Charles Mayor, Cynthia Bower, Doris Booker, Dennis Monaghan, Joan Hayes, Joan Leppard, Nan Crossan, Jean Fitz-Earle, Constance Sully, and Barbara Latham, Kenneth Turner, Sheila Hall, Ronald Stock, A. Lea, Yvonne Martin, Joan Hall, Gilbert Budden, Margaret Mackie, Miriam Lea, Ena Waterfield, Grace Woods, Peggy-Rennell, Walter Fitz-Earle and Michael Hayward.

SIR M. LAMPSON.

BRITISH MINISTER DEPARTS ON FRANCONIA.

For the second time during the day, following on the function connected with the arrival of Marshal Li Chai-sum and his party, Queen's Pier, in the afternoon, furnished another interesting spectacle as Sir Miles Lampson, British Minister to Peking, was given a splendid send-off on his return to the North, at the conclusion of his South China tour. There was sufficient time before his departure to establish yet another contact with the Canton officials, all of whom were at the pier to see the British representative off.

The General Salute played by the band of the King's Own Border Guard, followed the arrival of the British Minister, who, as the official party, which included Marshal Li Chai-sum, his A.D.C., General Chan Hing-yan, His Excellency Sir Cecil Clementi and Private Secretary, Captain Forster, and the Foreign Minister of Canton, Mr. Chu Chao-hsin, drove up in cars from Government House. There were already present on the Pier a number of local Government officials and members of the Legislative Council, and also the other visitors from Canton.

Amongst those present were the Cantonese Naval Chief, Admiral Chih Chat, General Cheung Wai-sheung, Chief of the Aviation Department, General Hsu Ching-tang, Commander of the 13th Division, Mr. Li Man-yan, (Marshal Li Chai-sum's Private Secretary), His Excellency the General Officer Commanding, Major General C. C. Luard, and Staff, Commodore Pearson, Captain Palmer, R.N., of H.M.S. Argus, Lt.-Col. Comyn, Hon. Mr. E. R. Hallifax (Colonial Secretary), Hon. Sir Henry Pollock, K.C., Hon. Sir Shu-sun Chow and the Hon. Dr. R. H. Kotevall (Chinese representative on the Legislative Council), Hon. Sir Joseph Kemp, Hon. Mr. D. G. M. Bernard, Hon. Mr. E. D. C. Wolfe, Hon. Mr. A. C. Hynes, Hon. Mr. C. Mc Messer, Hon. Mr. H. T. Crenay, Sir Robert Ho-lung, Mr. A. E. Wood, Mr. W. E. L. Shepton, Mr. Li Yau-tsun, Mr. Lo Cheung-kui, Mr. Tam Woon-tung, Mr. Tang Shu-kin, Mr. Li Yik-mui, Mr. Luk Wan-chau, Mr. Chiu Chun-nin, Mr. Murakami (Japanese Consul-General), and others.

Sir Miles Lampson shook hands with those present and left in the Government launch Victoria to embark on the Franconia.

London, Mar. 2.
Sir Austen Chamberlain will leave London to-morrow to attend the meeting of the Council of the League of Nations at Geneva. He is expected to be absent from London for about a week.—British Wireless.

ungrudging in their praise and the little performers must have felt themselves well rewarded for their effort in a good cause.

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are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from 10.00 a.m. on and after 1st March. Consignees' cargo will not be landed until such notice has been given prior to a steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.00 a.m. and noon within the first 10 days of arrival.

No claims will be admitted after the 10th day of arrival of the steamer's Godown, and all goods remaining undelivered after the 7th March will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 21st March or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 1, 1923.

AMERICAN & ORIENTAL LINE

From NEW YORK.

The Motor Vessel, "BIRCHBANK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th March, 1923, will be subject to rent.

All claims against the Vessel must be presented to the Undersigned on or before 15th March, 1923 or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th March, 1923 at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD., General Agents.

THE EAST ASIATIC CO., LTD.

From COPENHAGEN.

"ASIA"

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 8th March, 1923, 4 p.m., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ashe on the 8th March, 1923, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 12th March, 1923, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

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Hongkong, 2nd March, 1923.

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S. S.	Tons	From Hongkong (about)	Destination
ITALIPORE	5,273	10th Mar.	Straits, Colombo & Bombay
*KHYA	9,135	10th Mar.	Marseilles, L'don & A'werp
KASHMIR	8,985	17th Mar.	M'les, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
*MIRZAPUR	6,715	27th Mar.	Straits, Colombo & Bombay
MANUVA	10,946	31st Mar.	Marseilles & London
*KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
*NAGPore	5,283	21st Apr.	Marseilles & London
MORRA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	M'les, L'don, A'werp & Hull
*JEYPORE	5,318	19th May	Marseilles & London
MALWA	10,986	26th May	Bombay, Marseilles & London
DELTA	8,097	9th June	M'les, L'don, A'werp & Hull
NOVARA	9,989	16th June	Bombay, Marseilles & London
RANPURA	16,601	23rd June	Bombay, Marseilles & London
KHYBER	9,114	7th July	M'les, L'don, A'werp & Hull

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TALMA	10,000	20th Mar.	S'pore, Penang & Calcutta
TAKLIWA	7,935	23rd Mar.	S'pore, Penang & Calcutta

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TANDA	6,856	1st June	Sydney and Melbourne.

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SHIRALA	7,841	9th Mar.	Amoy, Moji, Kobe & Osaka
*NAGPore	5,283	12th Mar.	Sh'hai, Kobe & Yok.
MANUVA	10,946	16th Mar.	Shanghai
LAHORE	5,252	19th Mar.	Sh'hai, Moji, Kobe & Yok
SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe & Osaka
TAKADA	6,949	28th Mar.	Amoy, Moji, Kobe, Osaka & Yok
MOREA	10,953	30th Mar.	Sh'hai, Moji, Kobe & Yok
ARAFURA	6,900	3rd Apr.	Moji, Kobe, Osaka & Yok
*JEYPORE	6,318	10th Apr.	Sh'hai, Moji, Kobe & Yok
TALAMBA	8,013	11th Apr.	Amoy, Sh'hai, Moji, Kobe & Osaka
KASHGAR	9,005	13th Apr.	Sh'hai, Moji, Kobe & Yok
TILAWA	10,006	21st Apr.	Amoy, Moji, Kobe, & Osaka
MALWA	10,986	27th Apr.	Sh'hai, Moji, Kobe & Yok
NOVARA	9,989	8th May	Moji, Kobe, Osaka & Yok
TANDA	8,097	8th May	Sh'hai, Moji, Kobe & Yok
DELTA	8,097	11th May	Sh'hai, Moji, Kobe & Yok
RANPURA	10,601	25th May	Sh'hai, Moji, Kobe & Yok
NANKIN	7,058	4th June	Sh'hai, Moji, Kobe & Yok
KHYBER	9,114	8th June	Sh'hai, Moji, Kobe & Yok

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Motor Vessel "GLENLUCE"	3rd Mar.
Steamship "CARMARTHENSHIRE"	8th Mar.
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Motor Vessel "GLENTARA"	5th Apr.

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CHANGTE	6th April	13th April
TAIPIING	11th May	18th May
CHANGTE	8th June	15th June

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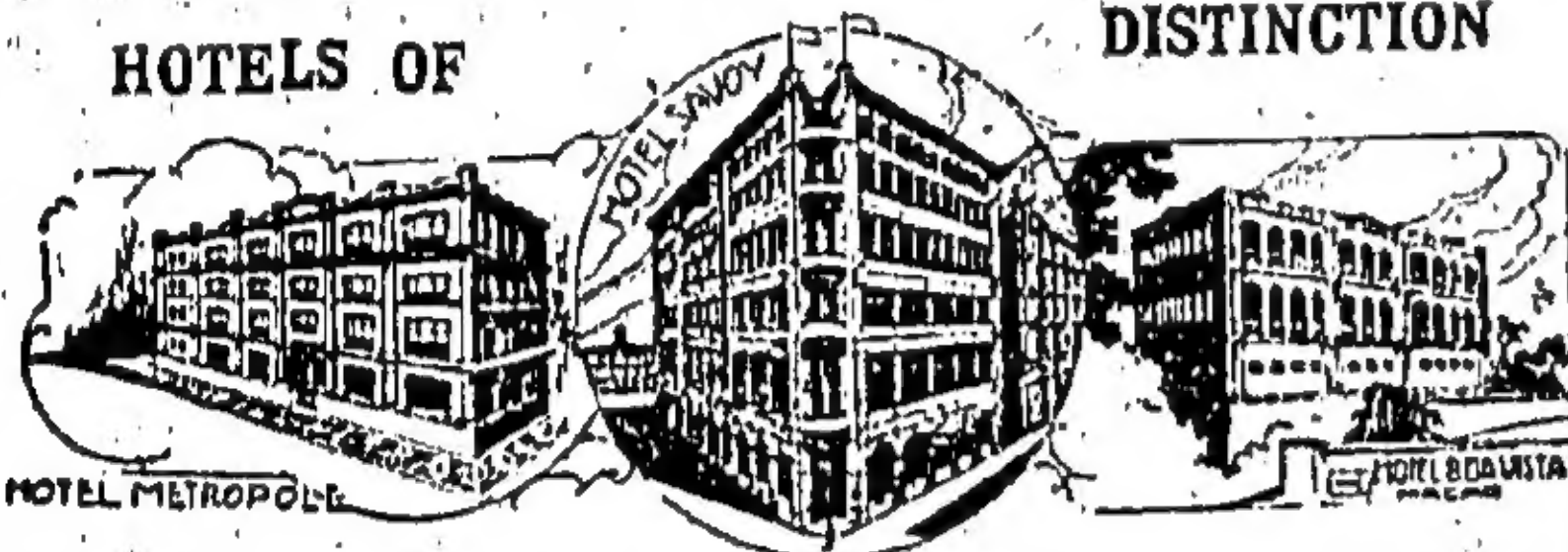
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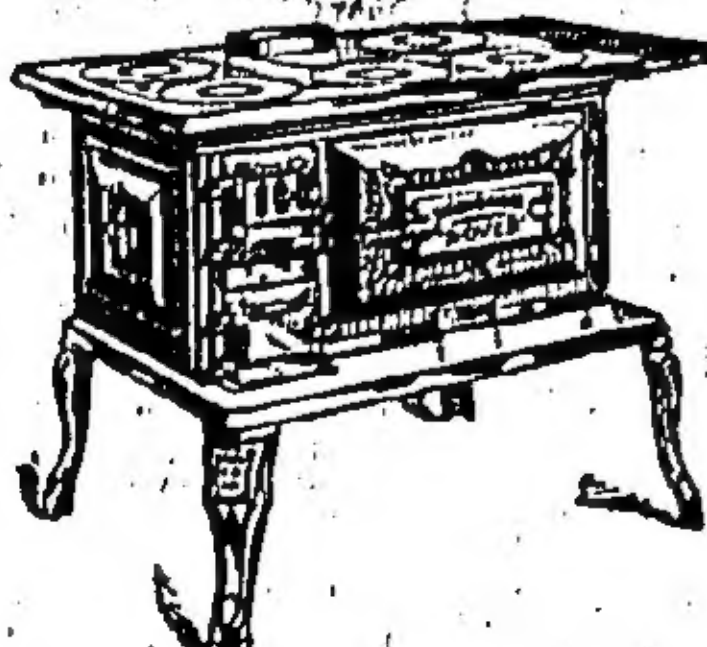
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OFFICIAL LANDING OF MARSHAL LI CHAI-SUM.



Marshal Li Chai-sum inspecting the Guard of Honour drawn from the K.O.S.B. in the ceremony of the official landing at Queen's Pier yesterday. Sir Cecil Clementi is also seen in the picture. (Photo: Mee Cheung).

CANTON'S OFFICIAL VISIT.

MORNING TEA PARTY AT CHINESE CHAMBER.

H.E.'S RETURN VISIT.

Marshal Li Chai-sum was the honoured guest at a morning tea-party given by the Chinese Chamber of Commerce, Connaught Road Central, at 9 o'clock to-day. The Marshal arrived from Government House by motor car, accompanied by Mr. Chu Chao-hain, Foreign Minister to the Southern Government; Admiral Chan Chat, Chief of the Naval Department; and Mr. Li Man-yin, Chief of the Canton Revenue Council. On arrival the party was met by Mr. Li Yau-tsun, Chairman of the Chinese Chamber of Commerce, Sir Shouson Chow and other members of the Chamber.

Those present at the gathering as hosts numbered about thirty, these including the Hon. Sir Shouson Chow, the Hon. Mr. R. H. Kotewall, Mr. Li Yick-mui, Mr. Tang Su-kin, Chairman of the Tung Wah Hospital; Mr. Ho Kwong, Chairman of the Twenty-four Guilds Association; Messrs. Ho Yu, Li Jow-shan, T. N. Chau, Ip Lan-chuen, Leung Pat-ye, J. M. Wong, Li Shing-kui and several others.

The party lasted for about an hour.

Government House Reception.

There was a large and representative gathering at the reception by H. E. the Governor and Lady Clementi at Government House last night in honour of Marshal and Madame Li Chai-sum. Those present comprised heads of leading business houses and prominent members of the Chinese community.

The reception took place in the Ball Room, where the guests were announced by Capt. H. B. L. Dowbiggin, Hon. A.D.C. to H. E. the Governor, and the introductions to Marshal and Madame Li were made by H. E. the Governor, assisted by the Hon. Sir Shouson Chow and the Hon. Mr. R. H. Kotewall, who was accompanied by Lady Clementi, Captain A. J. L. Whyte, A.D.C., and Captain B. R. Foster, Private Secretary, were also present.

During the evening, the band of the King's Own Scottish Borderers played selections, whilst four members of the Pipe Band of the Battalion gave some fine exhibition Scottish reels and sword dances. Refreshments were served, and after the introductions concluded Marshal Li and members of his party moved amongst the guests, with whom they freely conversed.

The function was a most enjoyable one and betokened the growing friendship and closer contact between the British and Chinese communities.

This morning, H. E. the Governor and Marshal Li have been in conference on matters in which Hongkong and Canton have a joint interest. Marshal and Madame Li and party are being entertained at luncheon to-day by Sir Shouson Chow and Mr. R. H. Kotewall, whilst at 4 p.m. the visitors will be present at a tea at the Chinese Merchants' Club. To-night Marshal Li and party will be entertained to dinner by the Chinese General Chamber of Commerce.

Departure Arrangements.

Marshal Li Chai-sum and his party will leave Hongkong tomorrow morning. Accompanied by His Excellency the Governor and his A.D.C., Captain Whyte, the party will proceed to Queen's Pier from Government House.

There will be a guard of honour at the pier and Marshal Li Chai-



Marshal Li Chai-sum, accompanied by H. E. the Governor, photographed on emerging from Queen's Pier at the official landing yesterday. (Photo: Ming Yuen).

STOP PRESS.

SENSATIONAL SHANGHAI ROBBERY.

Haul of Nearly a Lakh.

(Our Own Correspondent.)

Shanghai, Mar. 3.
A sensational robbery has occurred at the premises of the Dah Tung Transport Company.

Armed ruffians, at the point of the pistol, removed from the premises gold bars, silver and notes to the value of \$90,000.

The loot was later transferred to a waiting motor-car, in which the robbers drove away.

No shots were fired, and so far no arrests have been made.

sum and his party will be given an official farewell. He will proceed to the gunboat Fo-ying in the launch Victoria.

H.E.'s Return Visit.

His Excellency the Governor, the Hon. Mr. E. R. Hallifax, C.M.G., Captain Whyte and Captain Forster, will leave Hongkong on Thursday night for Canton on H.M. Ships Tarantula and Cicada. There will be an official landing at Canton at 10.30 on Friday morning, taking place at the Canton Government Pier.

After landing, His Excellency the Governor and party will proceed to Government Headquarters where there will be a reception. Later, Sir Cecil Clementi will go to Shamoen, where Lady Clementi will join the party. Lunch will be taken at the British Consulate, the afternoon being devoted to sight-seeing. The party will dine with Marshal Li Chai-sum on Friday night when it is expected that ladies will also be present.

On Saturday, Lady Clementi will have lunch with the official ladies of the Canton Government and dine with Madame Li Chai-sum, later returning to Shamoen. His Excellency will lunch with the Mayor of Canton and at dinner will be the guest of the Chamber of Commerce, later visiting a

DIPLOMATIC CHANGES.

AMBASSADORS APPOINTED TO LISBON AND MADRID.

London, March 2.
The King has approved the appointment of Sir George Grahame, Ambassador Extraordinary and Plenipotentiary at Brussels, to be Ambassador Extraordinary and Plenipotentiary at Madrid, in place of Sir Horace Rumbold, appointed Ambassador in Berlin.—*British Wireles.*

Sir George Grahame, G.C.V.O., K.C.M.G., has been Ambassador at Brussels since 1920. In the Diplomatic Service for over 30 years, Sir George has held various high appointments, including Buenos Aires, Rome, and Paris. In 1925, he acted as the British delegate to the Sixth Assembly of the League of Nations.

Sir Colville Barclay.

London, March 2.
The King has approved the appointment of Sir Colville Barclay, Envoy Extraordinary and Plenipotentiary at Lisbon.—*British Wireles.*

Sir Colville Barclay, K.C.M.G., C.B., C.B.E., M.V.O., has been British Minister at Budapest since 1924. He entered the Diplomatic Service as an Attaché in 1894, became Counsellor of Embassy, Washington, in 1913, and Minister Plenipotentiary to Washington in 1918. He was Ambassador to Sweden in the five years preceding his Budapest appointment.

DUTCH FINANCE BILL.

TAXATION OF NATIONALS IN FOREIGN DOMICILE.

The Hague, Mar. 2.
Following the rejection by the Second Chamber of the Bill taxing Dutch nationals living abroad, the Minister of Finance has modified the Bill, limiting the proposed tax to the estates and gifts made during the life-time of Dutch nationals domiciled abroad.—*Reuter.*

Chinese theatre. On Saturday afternoon, the party will proceed to Whampoa in flower boats. The return to Hongkong will be at daylight on Sunday.

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